C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

Date: Thursday, October 22, 2026 **Time:** 4:30 PM **Location:** Burlingame Community Center 850 Burlingame Avenue Burlingame, CA	**Join by Zoom Webinar:** https://us02web.zoom.us/j/81335481228?pwd=eEQ2cmI4VzUrRHk0Nk4ybkZ4cWtDUT09 **Webinar ID:** 813 3548 1228 **Passcode:** 839437 **Join by Phone:** (669) 900-6833

***** IN-PERSON MEETING WITH REMOTE PUBLIC PARTICIPATION AVAILABLE*****

This meeting of the Airport Land Use Committee will be held in person (at the location listed above). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

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1. Call to Order/Roll Call	Action (Pappajohn)
2. Public Comment on Items not on the Agenda	Limited to 2 minutes per speaker
3. Approval of Minutes for the August 27, 2026 meeting	Action (Pappajohn)
4. Review and Approval of ALUC Meeting Calendar for 2027	Action (Budimir)
5. Redwood City General Plan Amendment Related to Airport Land Use Plan Consistency Review	Action (Budimir)

6.	San Francisco International Airport Land Use Compatibility Plan Consistency Review – 1755 Rollins Road Mixed-Use Project, Burlingame (City Case No. DSR26-0015).	Action (Budimir)
7.	Half Moon Bay Airport Land Use Compatibility Plan Consistency Review – Private personal training and small-group strength and conditioning operation at 323 Princeton Ave, San Mateo County (APN 047-023-420)	Action (Budimir)
8.	Member Comments/Announcements	Information
9.	Items from Staff	Information
10.	Adjournment – *Next regular meeting – January 28, 2027*	

NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Marina Budimir, mbudimir@smcgov.org.

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PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Courtyard, 555 County Center, Redwood City, CA, and on C/CAG's website at: http://www.ccag.ca.gov.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the office of the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: http://www.ccag.ca.gov. Please note that C/CAG's office is open to the public by appointment only; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

ADA Requests: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

PUBLIC PARTICIPATION: Members of the public may address the Committee as follows:

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Written comments should be emailed to mbudimir@smcgov.org.
2. The email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. If your emailed comments are received at least 2 hours prior to the meeting, they will be provided to the ALUC Committee members, made publicly available on the C/CAG website along with the agenda, but will not be read aloud by staff during the meeting. We cannot guarantee that comments received less than 2 hours before the meeting will be distributed to the Committee members, but they will be included in the administrative record of the meeting.

In Person Participation

1. Persons wishing to speak should fill out a speaker's slip provided in the meeting room. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to C/CAG staff who will distribute the information to the Committee members.
2. Public comment is limited to two minutes per speaker.

Remote Participation

Oral comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The ALUC Committee meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the C/CAG staff member or ALUC Committee Chair call for the item on which you wish to speak, click on "raise hand." The C/CAG staff member will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.
5. When called, please limit your remarks to the two-minute time limit.

If you have any questions about this agenda, please contact C/CAG staff:
Interim Executive Director: Kaki Cheung kcheung1@smcgov.org
ALUC Staff: Marina Budimir, mbudimir@smcgov.org

Airport Land Use Committee (ALUC)
Meeting Minutes
August 27, 2026

1. **Call to Order/Roll Call**

   Chair Pappajohn called the meeting to order at 4:30pm. Quorum was reached with 8 members present. Member Mueller arrived at 4:40pm. The attendance sheet is attached.

2. **Public Comment on Items not on the Agenda**

   None.

3. **Approval of Minutes for** the **April 23, 2026 meeting**

   Motion: Member O'Connell moved, and Member Venkatesh seconded approval of the minutes. Motion carried unanimously (8-0-0). Member Mueller was not present for the vote.

4. **San Francisco International Airport Land Use Compatibility Plan Consistency Review – Proposed amendment to the City of Burlingame Downtown Specific Plan (DSP) Table 3-2 height standard for the Chapin Avenue Commercial (CAC) district, and a related 5-story mixed-use development at 1430 Chapin Avenue, Burlingame**

   Kaki Cheung, C/CAG Interim Executive Director, introduced Steve Flint from RGS to present the staff report.

   Steve Flint presented the staff report and noted that the applicant has two requests: an amendment to increase the CAC district Special Permit height maximum from 55 feet to 75 feet and consistency review for a mixed-use development at 1430 Chapin Avenue.

   The Committee discussed the four applicable airport land use compatibility considerations: aircraft noise, safety compatibility, airspace protection/height of structures, and real estate disclosure/overflight notification. Staff noted that the project is outside the applicable noise contours, is below the applicable airspace protection surfaces, and does not trigger an FAA Form 7460-1 requirement based on the proposed structure height. The project is required to address real estate disclosure requirements relating to potential flight hazards.

   Staff recommended approval subject to six conditions, including verification of site-specific elevations.

   Written public comment was received from Councilmember Chris Sturken supporting the staff recommendation.

   Motion: Member Hamilton moved, and Member Venkatesh seconded, approval of the staff recommendation. Motion carried unanimously (9-0-0).

5. **Half Moon Bay Airport Land Use Compatibility Plan Consistency Review – Proposed plan for the El Granada Community Park & Recreation Center (Burnham Strip), 480 Avenue Alhambra, El Granada, San Mateo County (Planning Case No. PLN2026-00225)**

   Matthew Petrofsky, C/CAG Staff, introduced Steve Flint from RGS.

Steve Flint presented the staff report for the proposed park and recreation. He noted that the proposed height is below the 16-foot development height threshold and that the project is outside of the applicable aircraft noise contour.

The committee discussed the existing mature trees on the site, some of which exceed 200 feet in height. Several members recommended that the applicant verify the trees' height and potential impact on safety. Some members expressed that a separate tree study as a condition of approval was unwarranted and would pose a burden on the budget-conscious community. The committee moved to approve the staff recommendation and agreed to remove condition number two from the Conditions of Approval and, instead, to include it as an advisory recommendation to the applicant.

Motion: Member O'Connell moved, and Member Hamilton seconded, approval of the staff recommendation. Motion carried unanimously (9-0-0).

6. Member Comments/Announcements

None.

7. Items from Staff

Matthew Petrofsky, C/CAG staff, provided updates regarding the City of San Bruno and County of San Mateo efforts to update their zoning codes for consistency with their respective Airport Land Use Compatibility Plans.

The County has submitted its consistency determination application to C/CAG, representing a significant milestone. San Bruno continues to work on its zoning code updates and is coordinating the effort with its City Council and City Attorney's Office. Staff indicated that San Bruno is continuing to work toward the applicable deadline despite recent staff transitions.

8. Adjournment

The meeting was adjourned at 5:03pm.

2026 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Jan	Mar	Apr	Aug
Terry O'Connell	City of Brisbane		X	X	X
Andrea Pappajohn	City of Burlingame	X	X	X	X
Rod Daus-Magdal	City of Daly City				
Patrick Sullivan	City of Foster City	X	X	X	X
Paul Nagengast	City of Half Moon Bay			X	
Bob Nguyen	City of Millbrae				X
Christopher Sturken	City of Redwood City	X	Y	X arrived 4:40	
Tom Hamilton	City of San Bruno	X	X	X	X
Pranita Venkatesh	City of San Carlos				X
Ray Mueller	County of San Mateo & Aviation Rep.	X arrived 4:53			X arrived 4:40
Flor Nicolas	City of South San Francisco	X	X	X	X
Carol Ford	Aviation Rep.	X		X	X
Christopher Yakabe	Half Moon Bay Pilots Assn.	X	Y		

X - Committee Member Attended

Y - Designated Alternate Attended

Staff and guests in attendance for the August 27, 2026 meeting: Matthew Petrofsky, Marina Budimir, Kaki Cheung C/CAG staff; Steve Flint and Mike Luken RGS staff; Camille Young CSM Planning and Building; and Tom Conroy Kankel Conroy Rose & Hill Landscape Architecture.

C/CAG AGENDA REPORT

DATE: October 22, 2026

TO: Airport Land Use Committee

FROM: C/CAG Executive Director

SUBJECT: Review and Approval of ALUC Meeting Calendar for 2027.

(For further information, contact Marina Budimir at mbudimir@smcgov.org.)

RECOMMENDATION

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) review and approve the meeting calendar for 2027, including dates, time and location.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/DISCUSSION

The C/CAG Airport Land Use Committee (ALUC) annually considers and approves a meeting schedule for the year. Regular ALUC meetings are typically held on the fourth Thursday of the month. For the past several years, the meetings have begun at 4:30 PM, and have been held at the Burlingame Community Center, 850 Burlingame Ave. No changes in time or venue are proposed, and the dates for the year are provided below for the Committee's consideration.

- January 28, 2027
- February 25, 2027
- March 25, 2027
- April 22, 2027
- May 27, 2027
- June 24, 2027
- July 22, 2027
- August 26, 2027
- September 23, 2027
- October 28, 2027
- November – no meeting
- December – no meeting

If needed, special meetings and workshops can be scheduled with appropriate special noticing.

EQUITY IMPACTS AND CONSIDERATIONS

C/CAG is committed to hosting committee meetings that are accessible via in-person and online.

ATTACHMENTS

None.

C/CAG MEMORANDUM

Date: October 22, 2026

To: Airport Land Use Committee

From: C/CAG Executive Director

Subject: Redwood City General Plan Amendment Related to Airport Land Use Consistency Review.

(For further information please contact Marina Budimir, mbudimir@smcgov.org.)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) direct staff to prepare a written response to the City of Redwood City documenting that the proposed General Plan and Municipal Code Amendments (Items 1 through 7 outlined below) would not affect land use designations, residential density, building height regulations, or other matters governed by the noise, safety, airspace protection, or overflight policies of the applicable Airport Land Use Consistency Plan (ALUCP). Accordingly, a formal ALUC review is not necessary at this time, specifically:

- That item 1 outlined below does not propose hotel renovations or new development, and does not create new hotel-eligible land within San Carlos ALUCP safety zones and/or noise contours;
- That items 2, 3, 4 and 5 are consistent with San Carlos ALUCP;
- That item 6 does not require a review as proposed, but any future open-space action program siting habitat or water features within the separation distances in FAA Advisory Circular 150/5200-33C should be evaluated against the ALUCP's wildlife hazard policies before adoption; and
- That item 7 is not subject to the provisions of §21676(b) because a truck-route traffic ordinance is neither a zoning ordinance nor a building regulation.

C/CAG ALUC further requests that the City:

- Confirm whether any affected policy area lies within San Carlos Airport Influence Area B (AIA B) and if so, provide a parcel-level screen (hotel-permitted designations within San Carlos ALUCP safety zones and noise contours); and
- Include C/CAG’s written determination in the City’s staff reports and adoption record for the General Plan amendment package, and to transmit the final adopted amendments for C/CAG’s files.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/ PROJECT DESCRIPTION

On August 21, 2026, the City of Redwood City submitted an Application for a Land Use Consistency Determination, suggesting that a formal determination was not necessary because Zoning Code Changes and other Housing Element implementation actions were presented to ALUC on May 23, 2024 and were unanimously approved. No amendments to the General Plan Built Environment chapter were included at that time. However, Public Utilities Code (PUC) Section 21676(b), requires that before changing a general plan, or approving a zoning or building rule inside an airport commission's review area, a city must send the change to the Commission first. The Commission then has 60 days to determine whether it is consistent with the airport safety plan. There are no exceptions provided for minor or ministerial amendments.

Proposed amendments to the General Plan and Municipal Code consist of the following seven items:

1. Hotel Floor Area Ratio (FAR) (pp. 45, 47)
2. RWC Walk Bike Thrive plan (pp. 108–116)
3. Construction hours (Safety Element p. 105)
4. Street Standards (pp. 127-152, truck routes)
5. Figure V-2 fix
6. SB 1425 open space report
7. Truck route rule (Municipal Code Ch. 20)

Six of the seven items — the Walk Bike Thrive active transportation plan, the construction-hours provision, the street design and truck route standards, the Figure V-2 correction, and the truck route ordinance amendment (Municipal Code Chapter 20) — do not implicate the ALUCP's compatibility criteria for safety, noise, airspace protection (height), or overflight. The SB 1425 open space reporting item also does not require substantive analysis as currently drafted, since it does not make any changes to the General Plan itself. The primary concern is the first item: deleting Floor Area Ratio from hotels, considered a commercial land use.

DISCUSSION

The City’s proposed amendment clarifies that hotels, although commercial uses, are not subject to the General Plan’s FAR standards. This change aligns the General Plan with the zoning code revisions, which the ALUC determined on May 23, 2024 to be compatible with the San Carlos Airport Land Use Compatibility Plan.

Considerations:

- **Airspace: no issue.** Height regulations are expressly unchanged, so Airspace protection is not implicated regardless of geography.
- **Noise: minimal issue.** The amendment does not create any new hotel-eligible land, however, hotel-eligible parcels lie within an applicable noise compatibility contour of the San Carlos ALUCP (its Community Noise Equivalent Level (CNEL) contours are compact and largely on or near airport property). Any new development of or renovations to hotels would be subject to referral to C/CAG for a formal Determination of Land Use Compatibility.
- **Safety:** Removing FAR as a cap for hotels increases the theoretical building envelope — and thus potential occupant load — on hotel-eligible commercial parcels. San Carlos ALUCP safety zones limit non-residential intensity in persons per acre. If any parcel where hotels are permitted falls within a safety zone, then a short formal referral would be required (potentially a consent calendar item for the Commission since the zoning it conforms to was already found consistent, and the safety-zone intensity limits continue to apply directly to any future project regardless of FAR). Should the Commission find any item inconsistent with the ALUCP, the City retains the ability to overrule that determination by a two-thirds vote of the City Council after a public hearing, upon making the specific findings and providing the 45-day advance notice to C/CAG and the Caltrans Division of Aeronautics required by Section 21676(b).
- **SB 1425 compliance demonstration:** SB 1425's substantive themes — open-space access, climate resilience, and "rewilding" — intersect with a compatibility criterion the City's table never mentions: **wildlife hazards**. Open-space programming that creates or enhances wetlands, ponds, or habitat attractive to birds near San Carlos Airport would implicate ALUCP wildlife-hazard policies (and FAA guidance on hazardous wildlife attractants near airports). This item is not a General Plan amendment and does not require any ALUC action. In the event the City adopts the demonstration as a formal General Plan appendix in the future, it is included in this no-review determination for the record. No such proposal is on the table now, but any future open-space action program siting such features within the AIA should come back for a compatibility review.

EQUITY IMPACTS AND CONSIDERATIONS

The C/CAG Board of Directors is the designated Airport Land Use Commission for San Mateo County, mandated by State law to develop and administer ALUCPs for each airport in its jurisdiction. The overall purpose of ALUCP policies and procedures, and the companion ALUCP consistency review process, is to minimize the public's exposure to excessive noise and safety hazards while providing for the orderly expansion of airports. This planning effort applies to all areas located within the Airport Influence Area (AIA).

ATTACHMENTS

1. Application materials
    a. Application for Land Use Consistency Determination
    b. Table Summarizing the Proposed Amendments
    c. Hotel FAR Redlines
2. San Carlos ALUCP Exh. 4-2, Aircraft Noise Contours
3. San Carlos ALUCP Exh. 4-3, Airport Safety Zones
4. San Carlos ALUCP Exh. 4-4, Airspace Protection Surfaces

APPLICATION FOR LAND USE CONSISTENCY DETERMINATION
San Mateo County Airport Land Use Commission
C/CAG ALUC

APPLICANT INFORMATION		
Agency: City of Redwood City, Community Development Department		
Project Name: General Plan Cleanup, Consistency Updates, and State Law Compliance		
Address: N/A	**APN:**	
City: Redwood City	**State:** CA	**ZIP Code:**
Staff Contact: Lamis Chabbani	**Phone:** (650) 780-5945	**Email:** lchabbani@redwoodcity.org

PROJECT DESCRIPTION

The City of Redwood City is proposing General Plan and Zoning Code amendments to: (1) make minor cleanup and technical edits; (2) update the General Plan for consistency with other adopted City plans and documents; and (3) comply with applicable State law.

REQUIRED PROJECT INFORMATION

For General Plan, Specific Plan or Zoning Amendments and/or Development Projects

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of existing or proposed planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):

   a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.

      - Identify any relevant citations/discussion included in the project addressing compliance with ALUCP noise policies.

   b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.

      - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.

   c) Airspace Protection:
      - Include relevant citations/discussion of allowable heights in relation to the protected airspace, as well as addressment of any land uses that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity.

3. Any related environmental documentation.

4. Other documentation as may be required (ex. related local jurisdiction staff reports, etc.)

Additional information required for development projects:

a) Plan set
b) Latitude and longitude of development site
c) Building height(s) relative to mean sea level (msl)

ALUCP Plans can be accessed at https://ccag.ca.gov/programs/airport-land-use/

(Please contact C/CAG staff at ALUC@smcgov.org with any questions.)

For C/CAG Staff Use Only
Date Application Received
Date Application Deemed Complete
Tentative Hearing Dates:
- ***Airport Land Use Committee***
- ***C/CAG ALUC***

Topic	Issue	Related Document	ALUC Compatibility Considerations	Amendments
Reconciling Inconsistencies				
Hotel FAR	The General Plan speaks to density for residential uses and FAR for commercial uses. Although hotels are "commercial uses", they are not subject to FAR, which is not clearly stated in the General Plan.	Municipal Code	**This change was previously reviewed on 5/23/2024 as part of the Housing Element updates. (See Agenda - Attachment A-1)** The amendment clarifies an existing development standard mentioned in the Municipal Code and does not introduce a new land use or increase the intensity of hotel development.	**Elements to Amend:** Built Environment: Page 45 and 47. (See redlines - Attachment A-2) Under Commercial and Mixed-Use Land Use Types clarify that hotels are not subject to FAR. **Maps to Amend:** None
RWC Moves	RWCmoves was approved and adopted in 2018. General Plan currently references a Transportation Plan to be developed; thus it needs to be updated to directly reference the "new" document. As part of including RWCmoves in GP, requires making additional text changes to reflect the policies and text in RWCmoves. Walk Bike Thrive was approved and adopted in 2022. General Plan needs to be updated with the new Bikeway Plan map and the related text and graphics for consistency.	RWCmoves (Transportation plan) Walk Bike Thrive (Bike and pedestrian Plan)	**No direct ALUC compatibility issue.** The amendments concern transportation planning, bicycle facilities, and circulation policies. They do not establish or modify land use designations, development intensity, noise standards, or building-height/airspace standards.	**Elements to Amend:** Built Environment: Page 108 to 116. (See redlines - Attachment B) Align with language from both RWCmoves and WalkBikeThrive Plan including: - Updating categories of bike riders - Updating bike facility types from 3 to 4 - Some future proposed projects identified in RWCmoves and WalkBikeThrive plans **Maps to Amend:** Figure BE-13: Page 115 Bikeway Plan

Topic	Issue	Related Document	ALUC Review of Related Document	Amendments
Reconciling Inconsistencies				
Construction Hours	The construction hours in the Municipal Code were last updated in January 2020. The construction noise in the Safety Element is inconsistent with the RWC noise ordinance. The Safety Element should be amended	Municipal Code	**No new ALUC compatibility issue.** The amendment reconciles the General Plan with existing City regulations established in the Municipal Code.	**Elements to Amend:** Public Safety: Page 105. (See redlines - Attachment C) The Safety Element is amended to remove references to specific construction days and hours and instead refer directly to the RWC Muni Code. **Maps to Amend:** None
Street Standards	Transportation wants to update engineering standards and must update the GP to be able to update their street standards.	RWCmoves (Transportation plan)	**No direct ALUC compatibility issue.** The amendment updates the Circulation Element and street classifications to reflect those already established in other adopted City documents, including RWC Moves, and does not establish new land uses or development standards.	**Elements to Amend:** Built Environment: Page 127–152. (See redlines - Attachment D) The transportation team updated the circulation chapter to align with the RWCmoves plan. The amendments include updating the Street Typology and Truck Route sections, including changes to the text, figures, and maps. Adopting these changes will help the transportation team update the engineering standards. **Maps to Amend:** Street Network, Truck Routes **New Figures:** - Different street typologies including a sample transit street cross section, a boulevard cross section, an industrial street cross section and other figures

Topic	Issue	Related Document	ALUC Review of Related Document	Amendments
Reconciling Inconsistencies				
Additional minor changes	Correct the reference to Figure V-2 in the Introductory Chapter (our Vision), which is currently labeled incorrectly as Figure 2	N/A	**No ALUC review issue.** This is a technical correction and does not affect land use, development intensity, noise, safety, or airspace protection.	

Topic	Issue	Related Document	ALUC Review of Related Document	Amendments
State Law Compliance				
SB 1425	Every city and county shall review and update its local open-space plan by January 1, 2026. The update shall include plans and an action program, to address access to open space; climate resilience and rewilding opportunities.	N/A	**No direct ALUC compatibility issue.** No General Plan text or land use changes are proposed as part of SB 1425 compliance. The City is documenting existing compliance rather than adopting new land uses or development standards.	No text amendments are proposed. The City already complies with this state law. However, based on guidance from the Governor's Office, the City should provide a demonstration of compliance. This will be included either as an exhibit attached to the staff report or as an appendix to the General Plan. See: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.lci.ca.gov/wp-content/uploads/20251006-SB_1425_TA_Discussion_Draft.pdf **Elements to Amend:** None **Maps to Amend:** None
AB98 and SB415	The RWCmoves Plan identifies changes to the City's truck route network that support compliance with AB 98 and SB 415. Updating the list of designated truck routes in the Truck Route Ordinance to align with the RWCmoves Plan will help the City comply with SB 415.		**No direct ALUC compatibility issue.** The amendments concern the routing of trucks on the existing transportation network. They do not establish a new land use or change the allowable development intensity, building height, or airport-related land use compatibility standards.	Municipal Code updates: The Municipal Code contains a list of designated truck routes that will be amended for consistency with the updated Circulation chapter. The proposed amendments are to Chapter 20 – Motor Vehicles and Traffic, Article VI –Truck Traffic Routes. (See redlines – Attachment E)

Residential – High



Residential – High

The Residential - High category provides for higher-density, multi-story residential development, with a focus on providing an urban intensity and function at locations within easy walking distance to transit, recreation and community facilities, employment centers, and commercial services. Development is characterized by multi-story structures, with creative common areas and centrally located parking.

Development Standards

- Density: 30.1 to 40 du/acre

Commercial Land Uses

Four commercial categories establish opportunities for varied commercial enterprises. Our commercial areas provide places where residents and visitors to Redwood City can shop for goods and services, and where businesses can locate to meet the needs of local, regional, and international markets. In addition, our commercial spaces provide space for companies of all sizes to locate in office developments. While hotels are commercial uses, hotels are not subject to FAR/density requirements and are regulated by other development standards.

Commercial – Neighborhood



Commercial – Neighborhood

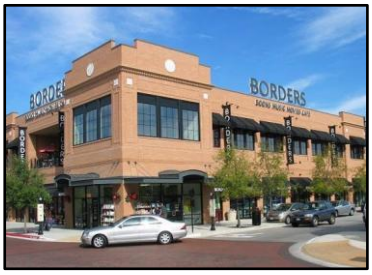
The Commercial - Neighborhood category provides areas where lower-intensity retail, office, and service-oriented businesses can locate to meet the needs of surrounding residential neighborhoods. Businesses should have limited impact on adjacent residential areas, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation. Neighborhood commercial development should be designed and intended to accommodate and encourage pedestrian access, and must be compatible with surrounding development in terms of scale, building design, materials, and color.

Development Standards

- Maximum intensity: 0.6 FAR
- Maximum height: 2 stories

Commercial – Regional

The Commercial - Regional category provides opportunities for general retail, commercial services, restaurants, lodging, vehicle sales and service, commercial recreation, professional offices, medical and financial institutions, and other similar business activities. Representative development forms include large retail centers anchored by one or more major tenants, large stand-alone retail stores, hospitality uses, and automobile dealerships. Uses specifically prohibited include commercial warehousing, mini-storage, trucking and transportation-related uses, and heavy manufacturing.



Commercial– Regional

Development Standards

- Maximum intensity: 1.0 FAR

Commercial – Office Professional/Technology

The Commercial - Office Professional/Technology category provides opportunities for small- and large-scale professional offices, office complexes and campuses, and related uses that support office uses. This category also facilitates districts where emerging and evolving technologies and businesses can operate in flexible building spaces. Such businesses may involve combinations of traditional office activities and small-scale manufacturing or research and development uses.



Commercial – Office Professional/Technology

Development approaches can include low-scale buildings with limited or no outdoor use, or multi-story office buildings and structured parking. Any use involving heavy trucking activity or warehousing is specifically prohibited.

Development Standards

- Maximum intensity: 1.0 FAR
- Maximum height: 5 stories; up to 8 stories as part of a coordinated master plan

Mixed Use Land Uses

In recognition of Redwood City's continuing evolution as an urban place and the community's desire to achieve sustainable development forms, several Mixed Use land use categories are established. Mixed-use development approaches offer opportunities for people to live close to work or near transit stops, to walk to neighborhood stores and parks, to enjoy indoor and outdoor entertainment close to home, and to experience vibrant pedestrian districts. While hotels are commercial uses, hotels are not subject to FAR/density requirements and are regulated by other development standards.

Mixed Use – Neighborhood

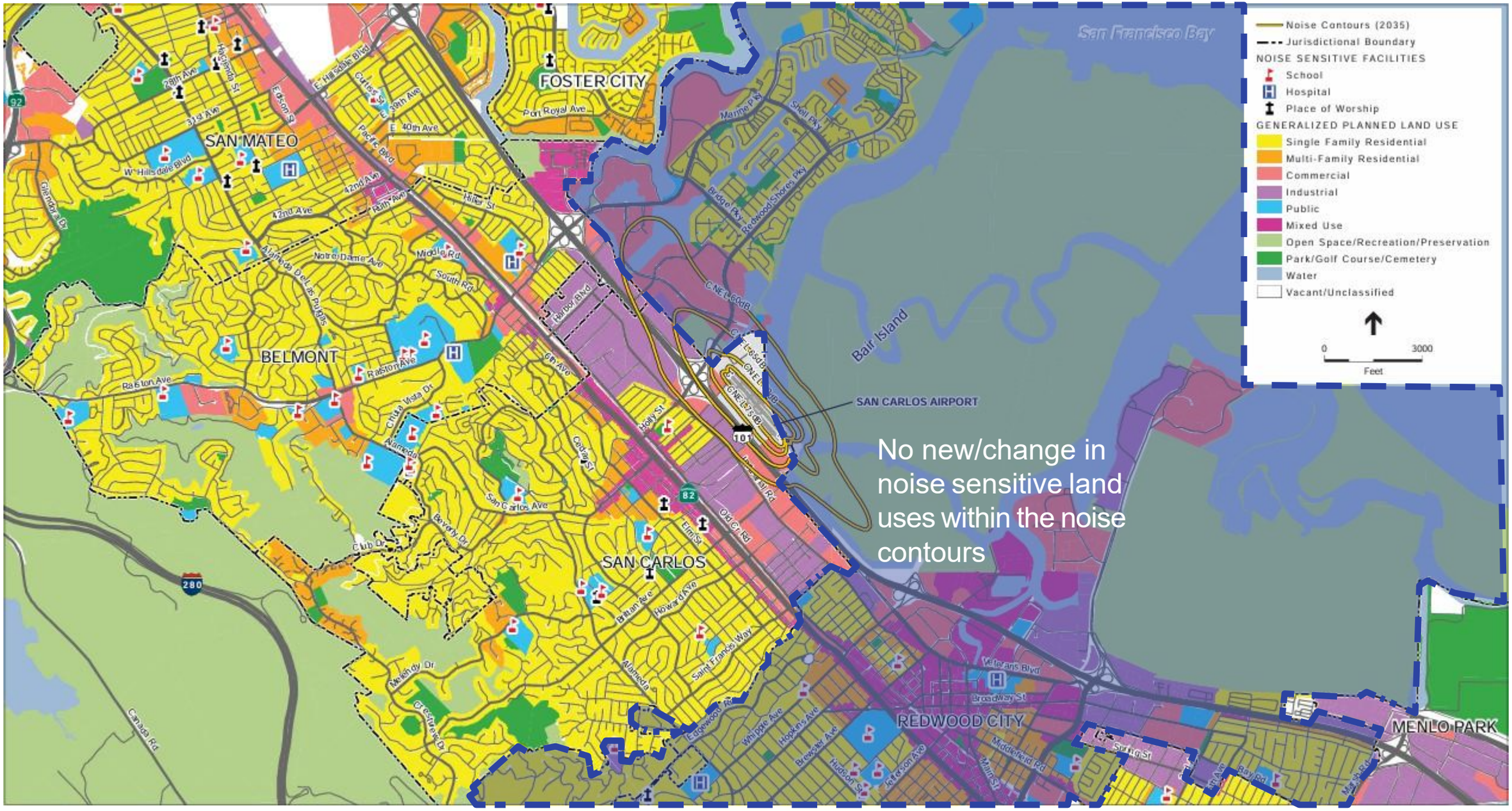


Mixed Use – Neighborhood

The Mixed Use - Neighborhood category accommodates moderate-scale mixed-use developments that combine residential uses with neighborhood-serving commercial storefronts. Commercial retail and services should serve the immediate neighborhoods and facilitate pedestrian-friendly environments.

Development Standards

- Combined Use (Commercial and Residential)
  - Maximum residential density: 60 du/acre
  - Maximum commercial intensity: 1.0 FAR
- Single Use (Commercial)
  - Maximum commercial intensity: 0.6 FAR
- Single Use (Residential)
  - Maximum residential density: 60 du/acre

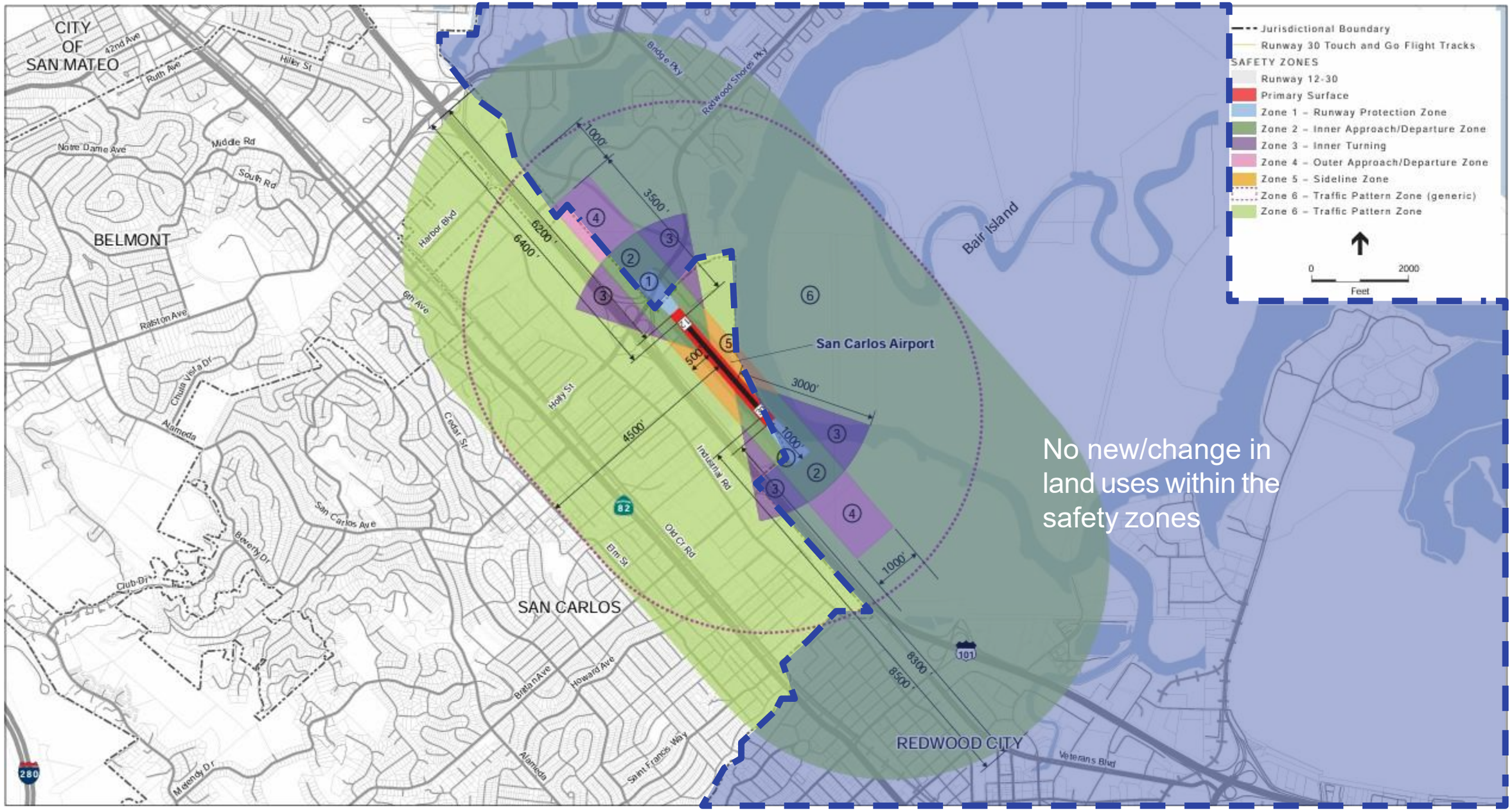


SOURCE: Belmont, 1982; San Mateo County, 1986; Foster City, 1993; Menlo Park, 1994; San Carlos, 2009; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

San Carlos Airport ALUCP . 130753

Exhibit 4-2

Future Conditions (2035) Aircraft Noise Contours

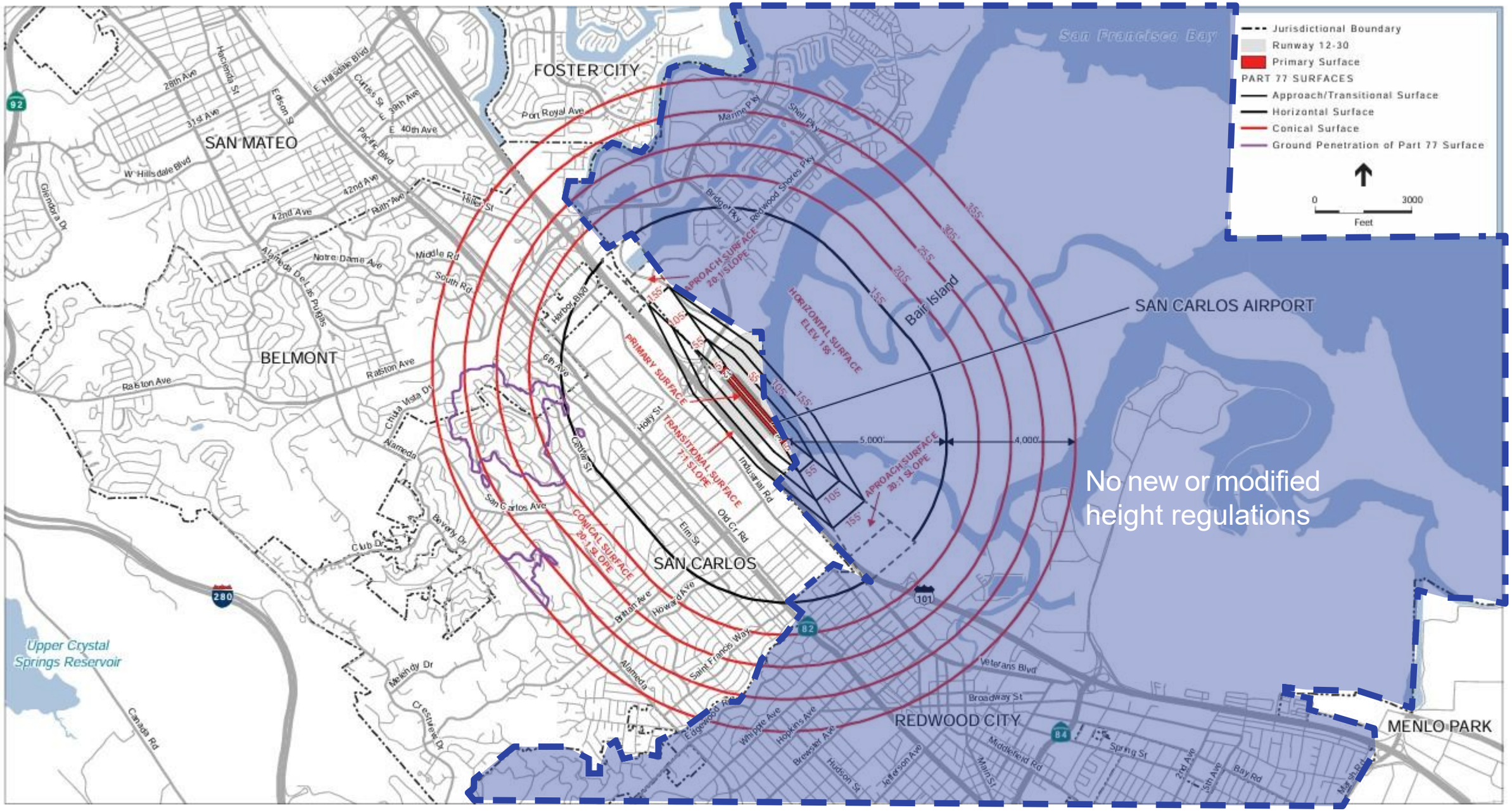


SOURCE: ESRI, 2014; ESA Airports, 2014

San Carlos Airport ALUCP . 130753

Exhibit 4-3

San Carlos Airport Safety Zones



SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

NOTE 1: All elevations on this exhibit are expressed in feet above mean sea level (MSL). The elevation of San Carlos Airport is 5 feet MSL.

NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.

San Carlos Airport ALUCP . 130753

Exhibit 4-4

San Carlos Airport Part 77 Airspace Protection Surfaces

C/CAG STAFF MEMORANDUM

Date: October 22, 2026

To: Airport Land Use Committee

From: C/CAG Executive Director

Subject: San Francisco International Airport Land Use Compatibility Plan Consistency Review — 1755 Rollins Road Mixed-Use Project, Burlingame (City Case No. DSR26-0015).

(For further information, please contact Marina Budimir, mbudimir@smcgov.org.)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the San Mateo County Airport Land Use Commission, determine that the 1755 Rollins Road Mixed-Use Project, Burlingame (City Case No. DSR26-0015; SummerHill Apartment Communities; Design Review plan set dated August 13, 2026 and height exhibit dated August 19, 2026, is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), subject to the Conditions of Approval: (1) Airspace Protection (Policy AP-3) — an FAA Determination of No Hazard covering the highest point of the structure as designed, not less than 101.2 feet AMSL, prior to building permit; (2) Maximum Height — no element above the FAA-determined height, with re-referral for any change; (3) Real Estate Disclosure — Airport Influence Area A notice to purchasers and tenants; and (4) Other Flight Hazards (Policy AP-4).

FISCAL IMPACT
None.

SOURCE OF FUNDS
Not applicable.

BACKGROUND/ PROJECT DESCRIPTION

SummerHill Apartment Communities proposes to demolish an existing office/warehouse building at 1755 Rollins Road (APN 025-166-090), at the corner of Rollins Road and Guittard Road in Burlingame, and construct a 7-story, 395-unit mixed-use building (multifamily residential over approximately 3,203 square feet of ground-floor retail) with 465 parking spaces on a 2.93-acre site. The site is designated Live/Work in the Envision Burlingame General Plan and is zoned Rollins Road Mixed Use (RRMU) under the North Rollins Road Specific Plan.

The project is submitted to the City as an SB 330 Design Review application (City Case No. DSR26-0015) using the RRMU Tier 3 standards as the base zoning with a State Density Bonus (Government Code § 65915) applied on top; the applicant's project data table (Att-01c, Sheet 010) identifies the height (84'-9" to the top of the tallest parapet, against an 80-foot zoning limit), lot coverage and rear setback as State Density Bonus waivers. The applicant's Height Exhibit (Att-01d) places the highest point of the structure at 101.2 feet above mean sea level (AMSL).

Basis for ALUC Review: The City of Burlingame has incorporated the SFO ALUCP compatibility criteria into Chapter 25.24 of its Zoning Code. This chapter establishes the standards and requirements related to consistency, including Airport Disclosure Notices (§ 25.24.020), Airport Noise Evaluation and Mitigation (§ 25.24.030), Avigation Easement (§ 25.24.040), Safety Compatibility Evaluation (§ 25.24.050), and Airspace Protection Evaluation (§ 25.24.060). The project relies on a State Density Bonus waiver to exceed the 80-foot RRMU Tier 3 height limit adopted to implement the ALUCP.

Application and Review Period: The Application for Land Use Consistency Determination and supporting materials (Att-01a) were transmitted by the applicant to the City of Burlingame on August 21, 2026 for the City's completion and submittal to C/CAG. The application was received by C/CAG on August 21, 2026 and deemed complete on September 18, 2026. Under Public Utilities Code § 21676.5(a), the Commission must act within 60 days after referral of the complete application.

DISCUSSION

ALUCP CONSISTENCY EVALUATION

Four airport/land use compatibility factors are addressed in the SFO ALUCP that relate to the project: (a) noise compatibility, (b) safety compatibility, (c) airspace protection, and (d) real estate disclosure (overflight notification). The applicant's marked ALUCP exhibits, the six exhibits listed in the applicant's August 21, 2026 cover letter (Att-01b), plus a marked Figure D-3 plot the project location on the relevant ALUCP maps.

(a) Noise Compatibility. The SFO ALUCP establishes noise compatibility criteria in Table IV-1 (Noise/Land Use Compatibility Criteria). Under ALUCP policies, new residential uses are considered compatible in areas with noise exposure below the CNEL 65 dB contour; conditionally compatible in areas with noise exposure from 65 dB to less than 70 dB CNEL, provided the project meets the interior noise standard of 45 dB CNEL and includes the required avigation easement and disclosure; and incompatible in areas with noise exposure at or above 70 dB CNEL. As shown on the applicant's marked Exhibit III-1 (Att-02) and Exhibit IV-5 (Att-03), the site lies entirely outside the CNEL 70 dB contour under both the existing and forecast scenarios. On Exhibit IV-5 and Figure D-3 Att-08), the site lies entirely outside the forecast 2020 CNEL 65 dB contour.

(b) Safety Compatibility. The SFO ALUCP establishes five safety compatibility zones and related land use criteria in Table IV-2. As shown on the applicant's marked Exhibit IV-7 (Att-04) and Exhibit IV-9 (Att-05), the site is located within Safety Zone 3, the Inner Turning Zone. Multifamily residential and neighborhood retail are not prohibited uses in Zone 3, and the SFO ALUCP does not establish a residential density limit in Zone 3; the Zone 3 criteria are limited to the prohibited and conditional uses identified in Table IV-2.

The boundary of Safety Zone 2 (the Inner Approach/Departure Zone) which carries additional use and intensity restrictions, crosses the north end of Rollins Road near Millbrae Avenue. As shown, the project site lies entirely within the boundaries of Safety Zone 3. Therefore, the project is consistent with the safety policies of the SFO ALUCP. The State Density Bonus and the proposed density of 134.8 dwelling units per acre do not raise an ALUCP safety issue in Zone 3.

(c) Airspace Protection. Airspace Protection Policy AP-3 provides that the maximum compatible height of a new structure is the lower of (1) the height of the critical aeronautical surface shown on Exhibits IV-17 and IV-18, and (2) the maximum height determined by the FAA not to be a hazard to air navigation in an aeronautical study under 14 CFR Part 77 (FAA Form 7460-1). As shown on the applicant's marked Exhibit IV-15 (Att-07), the horizontal surface over the site is at 163.2 feet AMSL. Exhibit IV-12 (Att-06) places the site in the band where the 100:1 notification surface is less than 30 feet above ground, so FAA notification is required for the project.

The applicant obtained a Determination of No Hazard to Air Navigation, Aeronautical Study No. 2026-AWP-7934-OE, issued August 13, 2026 and expiring February 13, 2028 (Att-1e) for a structure of 85 feet above ground level (95 to 96 feet AMSL) at four corner points. The project's zoning height is 84'-9" measured from an average top-of-curb elevation of 9.577 feet (approximately 94.3 feet AMSL). The applicant's August 19, 2026 height exhibit (Att-01d) shows the elevator penthouse parapets at 96.2 feet AMSL and the stair penthouse parapets at 94.2 and 101.2 feet AMSL; the four coordinates on that exhibit correspond to the four points in the FAA study and are located at the property corners, not at the 101.2-foot stair parapets. The applicant's August 21, 2026 cover letter (Att-1b) cites Sheet A2.7, "Façade Exhibit," as showing a highest point of approximately 115 feet AMSL and evaluates airspace only against the 163.2-foot horizontal surface (note that Sheet A2.7 is not included in the plan set, and the letter does not address the height studied by the FAA). The project therefore clears the Part 77 horizontal surface by a wide margin but, as designed, its highest element exceeds the height studied by the FAA by approximately 5 feet and the FAA determination provides that any increase in height voids it. Under Policy AP-3, the project can be found consistent only on the condition that a Determination of No Hazard covering the highest point of the structure as designed is obtained before building permits are issued (Conditions 1 and 2). Airspace Protection Policy AP-4 requires evaluation of land use characteristics that may present hazards to air navigation — glare, distracting lights, dust, smoke, steam, electronic interference and wildlife attractants. The proposed residential/retail project, with rooftop and courtyard landscaping and a Level 3 pool, does not include features that would present such hazards; Condition 4 carries the standard AP-4 requirements forward.

(d) Real Estate Disclosure. The site is within Airport Influence Area A for San Francisco International Airport (Exhibit IV-1). The SFO ALUCP requires that prospective purchasers and tenants of property within the Airport Influence Area be notified that the property may be subject to aircraft noise, overflight and safety effects. The requirement is implemented through Business and Professions Code § 11010(b)(13) for subdivided lands and Civil Code § 1103.4 for transfers of residential real property, and through local conditions of approval for rental projects. Condition 3 requires the City to impose the notice requirement on the project sponsor. With that condition, the project is consistent with the real estate disclosure policies of the SFO ALUCP.

SUMMARY

For the purposes of ALUC consideration, the local entitlement framework establishes three facts:

1. First, the RRMU Tier 3 zoning height limit is 80 feet, and the project exceeds it (84'-9" to the top of the tallest parapet under the Zoning Code's measurement, with stair penthouses reaching 101.2 feet AMSL) through a State Density Bonus waiver rather than a zoning amendment.
2. Second, the site lies within SFO Safety Compatibility Zone 3 (Inner Turning Zone), where the ALUCP does not limit residential density, so the size of the density bonus raises no ALUCP safety issue.
3. Third, airspace consistency under ALUCP Policy AP-3 relies on the FAA determination: Aeronautical Study No. 2026-AWP-7934-OE (August 13, 2026) studied a structure of 85 feet AGL / 96 feet AMSL at four points, which is below the 101.2-foot AMSL stair parapet shown on the applicant's August 19, 2026 height exhibit and well below the 115-foot AMSL figure quoted in the applicant's August 21, 2026 cover letter. Under AP-3, the maximum compatible height is the lower of the critical aeronautical surface (163.2 feet AMSL) and the height the FAA has determined not to be a hazard; as submitted, the tallest element exceeds the FAA-studied height.

CONDITIONS OF APPROVAL

This determination is limited to the ALUCP consistency matters described above and does not address the City of Burlingame's General Plan, Zoning Code, State Density Bonus or design review determinations, which are reserved to the City. The determination applies to the project as shown on the August 13, 2026 Design Review plan set and the August 19, 2026 height exhibit.

The following conditions are recommended to be attached to the ALUC consistency determination and carried into the C/CAG Board resolution.

1. Airspace Protection (Policy AP-3). Prior to issuance of any building permit, the project sponsor shall obtain from the Federal Aviation Administration a Determination of No Hazard to Air Navigation covering the highest point of the structure as designed, including stair and elevator penthouses, parapets, mechanical equipment and screens, and all rooftop appurtenances (not less than 101.2 feet AMSL), and covering any construction crane. The project sponsor shall file FAA Form 7460-2 as required by that determination and shall provide copies of the determination and Form 7460-2 to the City of Burlingame and to C/CAG. Aeronautical Study No. 2026-AWP-7934-OE (85 feet AGL / 96 feet AMSL) does not satisfy this condition.
2. Maximum Height. No structure or appurtenance shall exceed the height determined by the FAA not to be a hazard to air navigation. Any increase in height, or any change to rooftop elements after the date of this determination, shall require a new FAA determination and re-referral to C/CAG for a consistency determination.
3. Real Estate Disclosure (Airport Influence Area A). The City of Burlingame shall require the project sponsor to provide notice to prospective purchasers and tenants that the property is within the Airport Influence Area for San Francisco International Airport and may be subject to aircraft noise, overflight and safety effects consistent with the ALUCP and, as applicable, Business and Professions Code § 11010(b)(13) and Civil Code § 1103.4.

4. Other Flight Hazards (Policy AP-4). The project shall not include sources of glare or distracting lighting, smoke, steam, dust or electronic interference, or wildlife attractants (including open water features designed or maintained in a manner that attracts birds). Exterior and rooftop lighting shall be shielded and directed away from aircraft approach and departure paths.

EQUITY IMPACTS AND CONSIDERATIONS

The C/CAG Board of Directors is the designated Airport Land Use Commission for San Mateo County, mandated by State law to develop and administer ALUCPs for each airport in its jurisdiction. The overall purpose of ALUCP policies and procedures, and the companion ALUCP consistency review process, is to minimize the public's exposure to excessive noise and safety hazards while providing for the orderly expansion of airports. This planning effort applies to all areas located within the Airport Influence Area (AIA).

ATTACHMENTS

1. Application Materials:
    a. C/CAG Application for Land Use Consistency Determination — 1755 Rollins Road;
    b. SummerHill Apartment Communities cover letter to the City of Burlingame, August 21, 2026;
    c. 1755 Rollins Road Design Review Plan Set, selected sheets (Studio T-Square, August 13, 2026), including Sheet G010 Project Information, A300–A303 Building Elevations, A400–A401 Building Sections and C4.0 Preliminary Grading Sections;
    d. Height Exhibits — parapet elevations and corner coordinates (Carlson, Barbee & Gibson, Inc., August 19, 2026) and building section showing the 84'-9" building height (Studio T-Square);
    e. FAA Determination of No Hazard to Air Navigation, Aeronautical Study No. 2026-AWP-7934-OE, August 13, 2026.
2. SFO ALUCP Exhibit III-1, Area Affected by Updated CNEL 70 dB Contour
3. SFO ALUCP Exhibit IV-5, Noise Compatibility Zones
4. SFO ALUCP Exhibit IV-7, Safety Compatibility Zones
5. SFO ALUCP Exhibit IV-9, Safety Compatibility Zones in the Cities of Burlingame and Millbrae
6. SFO ALUCP Exhibit IV-12, FAA Notification Form 7460-1 Filing Requirements — South Side
7. SFO ALUCP Exhibit IV-15, 14 CFR Part 77 Airport Imaginary Surfaces — South Side
8. SFO ALUCP Figure D-3, Forecast 2015 and 2020 Noise Exposure
9. City of Burlingame ALUCP consistency provisions, Burlingame Municipal Code § 25.24

C/CAG
City/County Association of Governments of San Mateo County

APPLICATION FOR LAND USE CONSISTENCY DETERMINATION
San Mateo County Airport Land Use Commission
C/CAG ALUC

APPLICANT INFORMATION		
Agency: SummerHill Apartment Communities		
Project Name: 1755 Rollins Road		
Address: 1755 Rollins Road	**APN:** 025-166-090	
City: Burlingame	**State:** CA	**ZIP Code:** 94010
Staff Contact: Michelle Markiewicz	**Phone:** 925-496-7829	**Email:** mmarkiewicz@shapartments.com

PROJECT DESCRIPTION

Demolish an existing office/warehouse building and construct a new 7-story 395-unit mixed-use residential building. The project site is located in the City's North Rollins Specific Plan (NRSP) in the City of Burlingame.

REQUIRED PROJECT INFORMATION

For General Plan, Specific Plan or Zoning Amendments and/or Development Projects

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of existing or proposed planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):

   a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.

      - Identify any relevant citations/discussion included in the project addressing compliance with ALUCP noise policies.

   b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.

      - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.

   c) Airspace Protection:
      - Include relevant citations/discussion of allowable heights in relation to the protected airspace, as well as addressment of any land uses that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity.

3. Any related environmental documentation.

4. Other documentation as may be required (ex. related local jurisdiction staff reports, etc.)

Additional information required for development projects:

a) Plan set
b) Latitude and longitude of development site
c) Building height(s) relative to mean sea level (msl)

ALUCP Plans can be accessed at https://ccag.ca.gov/programs/airport-land-use/

(Please contact C/CAG staff at ALUC@smcgov.org with any questions.)

For C/CAG Staff Use Only
Date Application Received
Date Application Deemed Complete
Tentative Hearing Dates:
- ***Airport Land Use Committee***
- ***C/CAG ALUC***

SUMMERHILL APARTMENT COMMUNITIES

COMMUNITIES OF DISTINCTION

August 21, 2026

Brittany Xiao
Associate Planner
City of Burlingame
501 Primrose Road
Burlingame, CA 94010

Via Email

RE: 1755 Rollins Road Project (DSR26-0015) – Airport Land Use Consistency Determination Application

Dear Brittany:

On behalf of SummerHill Apartment Communities, please find a partially completed application for Land Use Consistency Determination by the City/County Association of Governments of San Mateo County for the 1755 Rollins Road project attached for your completion and submission to the Airport Land Use Commission. Attached to this email are the following:

- Selected Sheets from the Project plans
- Sheet C4.0 Preliminary Grading Plan indicating maximum heights, dated March 15, 2023
- Project Description dated August 13, 2026
- Selected exhibits from the Final Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, edited to indicate the project's location. These include:
  - Exhibit III-1: Area Affected by Updated CNEL 70 dB Contour
  - Exhibit IV-5: Noise Compatibility Zones
  - Exhibit IV-7: Safety Compatibility Zones
  - Exhibit IV-9: Safety Compatibility Zones in the Cities of Burlingame & Millbrae
  - Exhibit IV-12: FAA Notification Form 7460-1 Filing Requirements – South Side
  - Exhibit IV-15: 14 CFR Part 77 Airport Imaginary Surfaces – South Side
- FAA Determination of No Hazard to Air Navigation Issued August 13, 2026

Item 1 of the application for Land Use Consistency Determination states that adequate information should be submitted to establish the relationship of the project to the three areas of Airport Land Use: Noise, Safety, and Airspace Protection. The following describes the relationship between the project and each of these three areas:

SUMMERHILL APARTMENT COMMUNITIES

COMMUNITIES OF DISTINCTION

Noise: Please see Exhibit III-1: Area Affected by Updated CNEL 70 dB Contour and Exhibit IV-5: Noise Compatibility Zones. The project's location has been added to each of the exhibits, demonstrating that the project is outside the 70 dB contour in present and future scenarios.

Safety: Please see Exhibit IV-7: Safety Compatibility Zones and Exhibit IV-9: Safety Compatibility Zones in the Cities of Burlingame & Millbrae on which the project's location has been added. As shown in the attached, the project is in "Zone 3 – Inner Turning Zone". Multifamily apartments are permitted uses in

Zone 3 in the City of Burlingame's North Rollins Specific Plan and Envision Burlingame General Plan. Of note, the Local Plans referenced on Exhibit IV-7 are outdated and both the City's General Plan and North Rollins Specific Plan have been updated.

Airspace Protection: Please see the attached Exhibit IV-15: 14 CFR Part 77 Airport Imaginary Surfaces – South Side to which the project's location has been added. Exhibit IV-15 indicates that the horizontal surface over the project site is 163.2' above mean sea level (AMSL). Project Plan Sheet A2.7 "Façade Exhibit" shows that the highest point on the project is approximately 115' AMSL. As the project does not penetrate the horizontal surface, the project does not pose an airspace protection hazard.

Items 2-4: Items 2-4 on the application are regarding Real Estate Disclosure requirements, environmental documentation, and other required documentation. The project has submitted Request for Determination from the FAA using form 7460-1 and received a Determination of No Hazard, which is attached. No additional documentation is expected to be necessary for this application.

Please let me know if you have any questions or require additional information as you review our application. I can be reached by email at MMarkiewicz@shapartments.com or by phone at (925) 496-7829.

Thank you,

Michelle Markiewicz
Development Manager

Enclosure:
cc: Elaine Breeze, SHAC

1755 ROLLINS ROAD MIXED-USE

BURLINGAME, CALIFORNIA

DESIGN REVIEW SUBMITTAL (SB330)



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G101	EXISTING SITE CONDITION
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A609	ALLOWABLE AREA PLANS
A610	ALLOWABLE OPENINGS
A611	ALLOWABLE OPENINGS
A612	ALLOWABLE OPENINGS
A613	OPEN SPACE CALCULATION
A614	OPEN SPACE CALCULATION
A615	OPEN SPACE CALCULATION
A616	LOT COVERAGE EXHIBIT
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L1.03	ENLARGED LANSCAPE PLAN PASEO
L1.04	LANDSCAPE PLAN - 3RD LEVEL
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C2.0	PRELIMINARY SITE PLAN
C3.0	PRELIMINARY GRADING AND DRAINAGE PLAN
C4.0	PRELIMINARY GRADING SECTIONS
C5.0	PRELIMINARY UTILITY PLAN
C6.0	PRELIMINARY STORMWATER CONTROL PLAN
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TR0.2	LEVEL 5
TR1.0	CENTRAL ROLL-OFF COMPACTORS
TR1.1	WEST RESIDENTIAL TRASH COLLECTION
TR1.2	EAST RESIDENTIAL TRASH COLLECTION
TR1.3	RETAIL TRASH COLLECTION

PROJECT TEAM

OWNER

SUMMERHILL APARTMENT COMMUNITIES
777 S. CALIFORNIA AVE,
PALO ALTO, CA 94304
CONTACT: ELAINE BREEZE
EBREEZE@SHAPARTMENTS.COM

ARCHITECT

STUDIO T-SQUARE INC.
1970 BROADWAY, SUITE 408
OAKLAND, CA 94612
CONTACT: CHEK-FONG TANG
CTANG@STUDIOT-SQ.COM
(510) 451-2850

CIVIL ENGINEER

CARLSON, BARBEE & GIBSON, INC.
2633 CAMINO RAMON, SUITE 350
SAN RAMON, CA 94583
CONTACT: RYAN HANSEN
RHANSEN@CBANDG.COM
(925)866-0322 X258

LANDSCAPE ARCHITECT

JETT LANDSCAPE ARCHITECTURE + DESIGN
2 THEATRE SQUARE, SUITE 218,
ORINDA, CA 94563
CONTACT: WHITNEY MILLER
WHITNEYM@JETT.LAND
(925)254-5422 X110

JOINT TRENCH

GIACALONE DESIGN SERVICES, INC.
8080 SANTA TERESA BLVD SUITE 240
GILROY, CA 95020
CONTACT: ANDREW CUMMINS
ANDREWC@DRYUTILITYDESIGN.COM
(925)467-1740 X409

TRASH MANAGEMENT

AMERICAN TRASH MANAGEMENT, INC.
1900 POWELL STREET, SUITE 220
EMERYVILLE, CA 94608
CONTACT: CARLA SANCHEZ
CARLASANCHEZ@TRASHMANAGE.COM
(510)570-0287

STUDIO T SQUARE

: Architecture
: Planning
: Urban Design

: 1970 Broadway, Suite 615
: Oakland, California 94612
: (510) 451 - 2850

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SUMMERHILL APARTMENT COMMUNITIES

1755 ROLLINS ROAD MIXED-USE
BURLINGAME, CALIFORNIA

SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
COVER SHEET

Job No. 25029
Date: 08/13/2026
Scale:
Drawn By: Author

Sheet No:

G000

UNIT SUMMARY

	LEVEL	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	LEVEL 6	LEVEL 7	Total	%	COUNT PER BDRM TYPE	%	AVG RSF	TOTAL RSF	BALCONY
J1BR	UNIT J1A	0	0	10	8	8	8	8	42	10.63%	43	10.89%	579	24,318	N
	UNIT J1A.1	0	1	0	0	0	0	0	1	0.25%			579	579	N
1BR	UNIT 1A	0	0	2	2	2	2	2	10	2.53%	253	64.05%	729	7,290	N
	UNIT 1A.1	0	1	0	0	0	0	0	1	0.25%			736	736	N
	UNIT 1A.2	0	0	0	0	0	0	1	1	0.25%			778	778	N
	UNIT 1A.3	0	0	1	1	1	1	1	5	1.27%			843	4,215	N
	UNIT 1A.4	0	0	0	0	0	0	1	1	0.25%			839	839	N
	UNIT 1B	0	0	28	33	33	33	34	161	40.76%			725	116,725	Y
	UNIT 1B.1	0	0	1	1	1	1	1	5	1.27%			779	3,895	Y
	UNIT 1B.2	0	2	0	0	0	0	0	2	0.51%			795	1,590	N
	UNIT 1B.3	0	1	0	0	0	0	0	1	0.25%			807	807	N
	UNIT 1C	0	0	10	10	10	10	10	50	12.66%			717	35,850	Y
	UNIT 1C.1	0	0	2	2	2	2	2	10	2.53%			829	8,290	Y
	UNIT 1E	0	0	1	1	1	1	1	5	1.27%			799	3,995	Y
	UNIT 1E.1	0	1	0	0	0	0	0	1	0.25%			857	857	N
2BR	UNIT 2A	0	0	2	2	2	2	1	9	2.28%	86	21.77%	1,131	10,179	Y
	UNIT 2A.1	0	1	0	0	0	0	0	1	0.25%			1,172	1,172	N
	UNIT 2B	0	0	6	5	7	7	6	31	7.85%			1,076	33,356	Y
	UNIT 2B.1	0	1	0	0	0	0	0	1	0.25%			1,158	1,158	N
	UNIT 2B.2	0	1	0	0	0	0	0	1	0.25%			1,130	1,130	N
	UNIT 2C	0	0	4	4	4	4	4	20	5.06%			1,121	22,420	Y
	UNIT 2D	0	0	2	2	2	2	2	10	2.53%			1,112	11,120	Y
	UNIT 2D.1	0	0	1	1	1	1	1	5	1.27%			1,086	5,430	Y
	UNIT 2D.2	0	1	0	0	0	0	0	1	0.25%			1,147	1,147	N
	UNIT 2D.3	0	1	0	0	0	0	0	1	0.25%			1,181	1,181	N
	UNIT 2E	0	0	1	1	1	1	0	4	1.01%			1,213	4,852	Y
	UNIT 2E.1	0	1	0	0	0	0	0	1	0.25%			1,116	1,116	N
	UNIT 2F	0	1	0	0	0	0	0	1	0.25%			1,061	1,061	N
3BR	UNIT 3A	0	0	2	2	2	2	0	8	2.03%	13	3.29%	1,315	10,520	Y
	UNIT 3B	0	0	1	1	1	1	0	4	1.01%			1,523	6,092	Y
	UNIT 3B.1	0	1	0	0	0	0	0	1	0.25%			1,523	1,523	Y
TOTAL		0	14	74	76	78	78	75	395					324,221	81.77%

TOTAL UNITS	395
SITE AREA (AC)	2.93
TOTAL DENSITY (DU/AC)	134.81

PARKING SUMMARY

RESIDENTIAL (ASSIGNED PARKING)

				ADA PARKING (PER CBC CHAPTER 11A)		EV PARKING (PER CALGREEN 2025)	
	STANDARD	PALLET PARKING	TOTAL	STANDARD ADA	VAN ADA	EV READY WITH RECEPTACLE	EV CHARGER
LEVEL 1	153	53	206	4	1	153	0
LEVEL 2	194	44	238	3	1	145	0
TOTAL	347	97	444	7	2	298	0

RETAIL & GUEST (UNASSIGNED PARKING)

			ADA PARKING (PER CBC CHAPTER 11B)		EV PARKING (PER CALGREEN 2025)	
	STANDARD	TOTAL	STANDARD ADA	VAN ADA	EV READY WITH RECEPTACLE	EV CHARGER
RETAIL PARKING	12	12	0	1	0	6
GUEST PARKING	9	9				
TOTAL	21	21	0	1	0	6

TOTAL PARKING PROVIDED*	465

*PER ASSEMBLY BILL (AB) 2097, NO OFF-STREET PARKING IS REQUIRED AS THE PROJECT MEETS AB 2097 CRITERIA.

BIKE PARKING (LONG-TERM)*

	REQUIRED	PROVIDED
RESIDENTIAL BIKE PARKING	198	200
REQUIRED 0.5 SPACES PER UNIT		
	REQUIRED	PROVIDED
RETAIL BIKE PARKING	1	1
REQUIRED 5% OF REQUIRED VEHICULAR PARKING SPACES		
* REQUIREMENT PER CALGREEN 2025		

BIKE PARKING (SHORT-TERM)*

	REQUIRED	PROVIDED
RESIDENTIAL BIKE PARKING	20	20
REQUIRED 0.05 SPACES PER UNIT		
	REQUIRED	PROVIDED
RETAIL BIKE PARKING	1	1
REQUIRED 5% OF REQUIRED VEHICULAR PARKING SPACES		
* REQUIREMENT PER CALGREEN 2025		

PROJECT INFORMATION

ADDRESS:	1755 ROLLINS ROAD, BURLINGAME
ASSESSOR'S PARCEL NUMBER:	025-166-090
GENERAL PLAN DESIGNATION:	LIVE/WORK
SPECIFIC PLAN/ZONING:	NORTH ROLLINS SPECIFIC PLAN ROLLINS ROAD MIXED USE
EXISTING USE:	OFFICE/WAREHOUSE
PROPOSED USE:	MIXED-USE - MULTIFAMILY RESIDENTIAL & COMMERCIAL/RETAIL
FLOOD ZONE:	ZONE AE AND X
LOT AREA:	2.93 AC± (127,631 SF±)
PERMITTED MAXIMUM DENSITY:	70 BASE DU/AC (TIER 3)
PROPOSED DENSITY:	134.8 DU/AC WITH DENSITY BONUS
PERMITTED MAXIMUM FAR: (NON-RESIDENTIAL)	1.0
PROPOSED FAR: (NON-RESIDENTIAL)	3,203 SF / 127,631 SF = 0.025
CONSTRUCTION TYPE:	5-STORY TYPE III-A OVER 2-STORY TYPE I-A
OCCUPANCY:	R-2, S-2, M, A-3 & B
SPRINKLER SYSTEM:	NFPA 13
PERMITTED MAXIMUM HEIGHT (PER ZONING):	80'-0" (TIER 3)
PROPOSED HEIGHT:	84'-9" TO TOP OF TALLEST PARAPET (SDB WAIVER)
PERMITTED SETBACKS:	PROPOSED SETBACK:
FRONT - 5 FT TO 15 FT (ROLLINS ROAD) SIDE - EXTERIOR - 10 FT MIN. (GUITTARD RD) SIDE - INTERIOR - 10 FT MIN. REAR - 20 FT MIN.	FRONT - 5 FT (ROLLINS ROAD) SIDE - EXTERIOR - 10 FT (GUITTARD RD) SIDE - INTERIOR - 20 FT (PASEO) REAR - 10 FT (SDB WAIVER)
PERMITTED MAXIMUM LOT COVERAGE:	60%
PROPOSED LOT COVERAGE:	107,854 SF / 127,631 SF = 84.5% (SDB WAIVER)
REQUIRED MINIMUM PRIVATE OUTDOOR SPACE:	150 SF PER UNIT (WITHIN FOCUS AREA 3) 150 SF X 395 UNITS = 59,250
PROPOSED PRIVATE OUTDOOR SPACE:	68,757 SF (SEE A613 TO A615)
PROPOSED LANDSCAPE COVERAGE:	22,219 SF & 20.6% (SEE L2.01)

BUILDING GROSS AREA

	RETAIL GSF	RESIDENTIAL RENTABLE GSF*	RESIDENTIAL AMENITY GSF**	RESIDENTIAL CORE GSF***	RESIDENTIAL TOTAL GSF	GARAGE TOTAL GSF***	GRAND TOTAL GSF	RESIDENTIAL COVERED BALCONY GSF
LEVEL 1	3,203	0	7,988	3,045	14,236	89,623	103,859	0
LEVEL 2	0	14,163	1,159	9,935	25,257	77,478	102,735	63
LEVEL 3	0	61,105	3,795	13,722	78,622	0	78,622	4,408
LEVEL 4	0	62,485	1,166	12,855	76,506	0	76,506	4,733
LEVEL 5	0	64,666	0	12,804	77,470	0	77,470	4,863
LEVEL 6	0	64,666	0	12,804	77,470	0	77,470	4,863
LEVEL 7	0	59,443	2,995	13,054	75,492	0	75,492	3,281
TOTAL (SF)	3,203	326,528	17,103	78,219	425,053	167,101	592,154	22,211

NOTES:

* RESIDENTIAL NET RENTABLE GSF CALCULATION INCLUDES EXTERIOR, CORRIDOR AND PARTY WALLS.

**RESIDENTIAL AMENITY GSF INCLUDES ENTRY LOBBY, LEASING OFFICE, CLUB ROOM, FITNESS ROOM, LOUNGE, ETC

***RESIDENTIAL CORE GSF INLCUDE CORRIDORS, STAIRS, ELEVATORS, UTILITY SPACES, ETC.

****GARAGE TOTAL GSF INCLUDES ALL SPACES INSIDE GARAGE FOOTPRINT, SUCH AS BIKE ROOMS, MECHANICAL/UTILITY SPACES, ETC.

PROGRAM SUMMARY

ITEM	AREA	LOCATION
RETAIL	3,203 SF	LEVEL 1
LEASING/LOBBY/MAIL	5,501 SF	LEVEL 1
FITNESS	2,486 SF	LEVEL 1
WFH LOUNGE	1,159 SF	LEVEL 2
CLUBROOM & MEZZANINE	3,177 SF	LEVEL 3 & LEVEL 4. PARTIALLY DOUBLE HEIGHT
POOLHOUSE	1,000 SF	LEVEL 3
ROOF LOUNGE	2,995 SF	LEVEL 7
TOTAL	19,521 SF	

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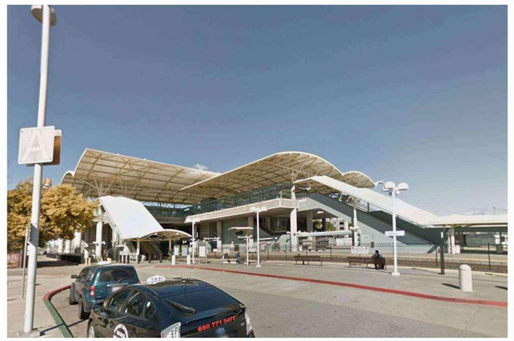
1755 ROLLINS ROAD MIXED-USE
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Sheet Title:
PROJECT INFROMATION

Job No. 25029
Date: 08/13/2026
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Sheet No:
G010



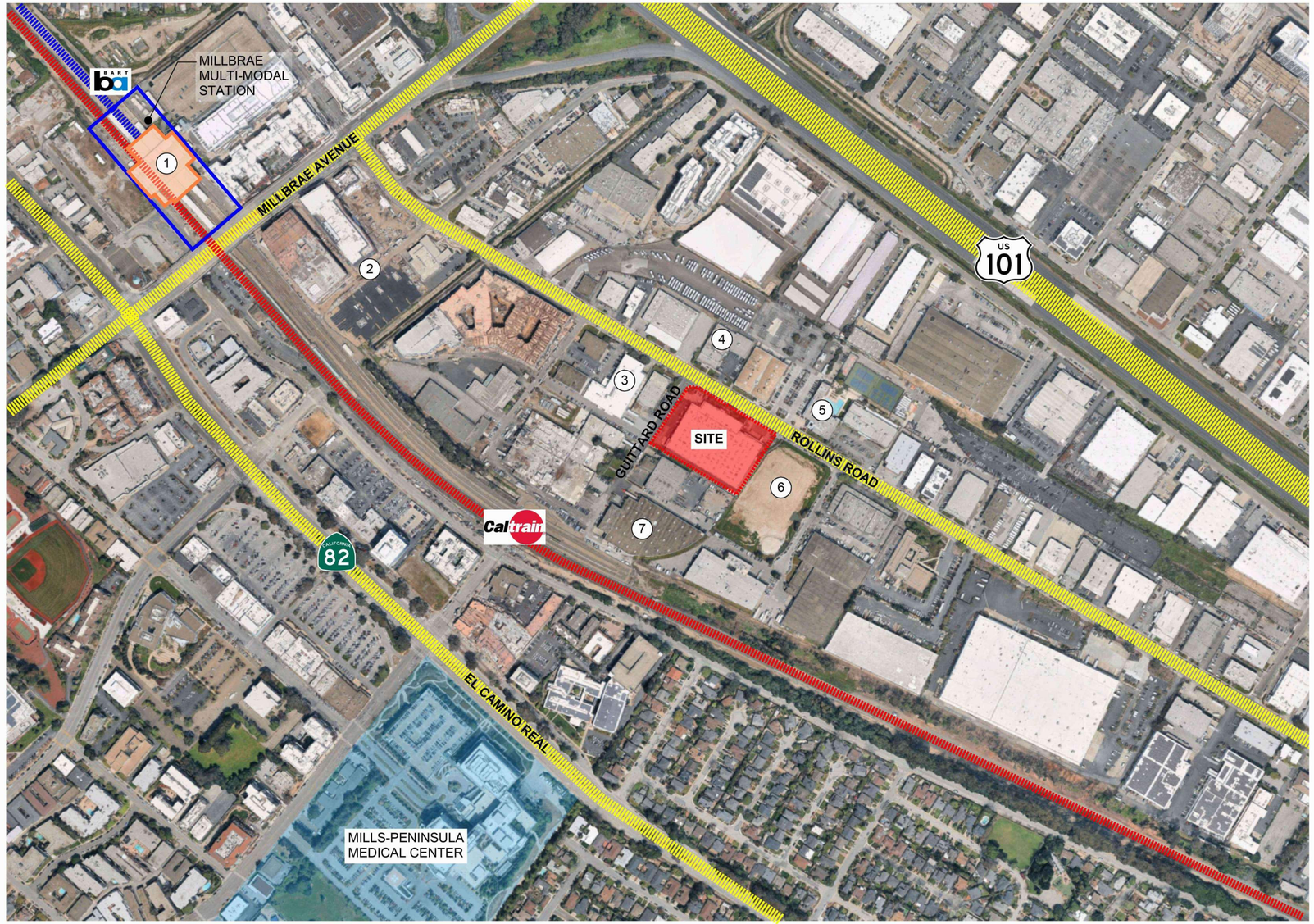
1 MILLBRAE MULTI-MODAL STATION



2 RETAIL PLAZA ON ROLLINS



3 1815 ROLLINS ROAD





4 1760 ROLLINS ROAD



5 PRIME TIME ATHLETIC CLUB



6 30 INGOLD ROAD - FUTURE DEVELOPMENT



7 15 GUITTARD ROAD

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SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
SITE CONTEXT

Job No. 25029
Date: 08/13/2026
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G100



EXISTING SITE CONDITION | 1" = 20'-0" | 1

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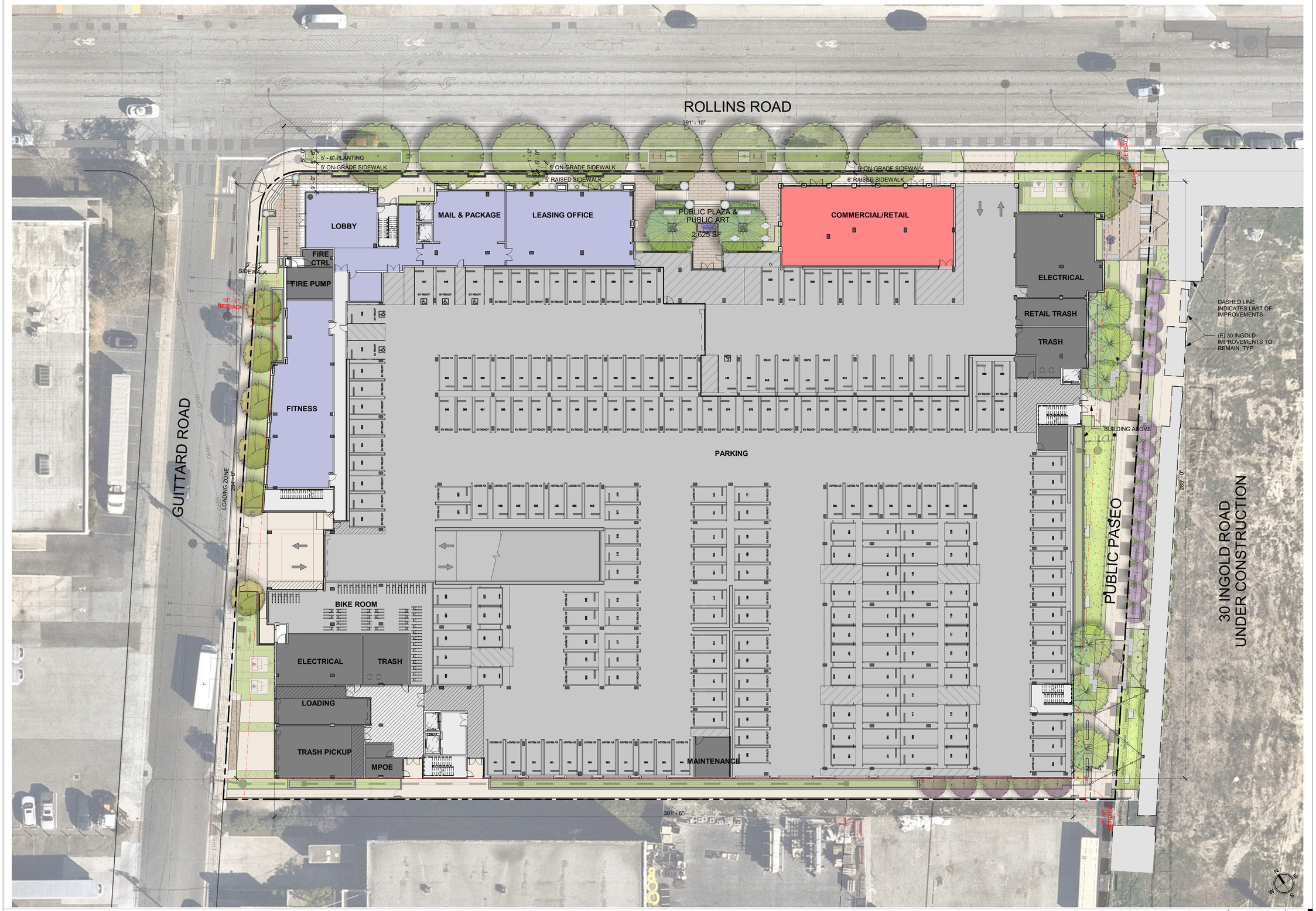
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SUMMERHILL APARTMENT COMMUNITIES

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EXISTING SITE CONDITION

Job No.	25029
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G101



SITE PLAN - GROUND LEVEL | 1" = 20'-0" | 1

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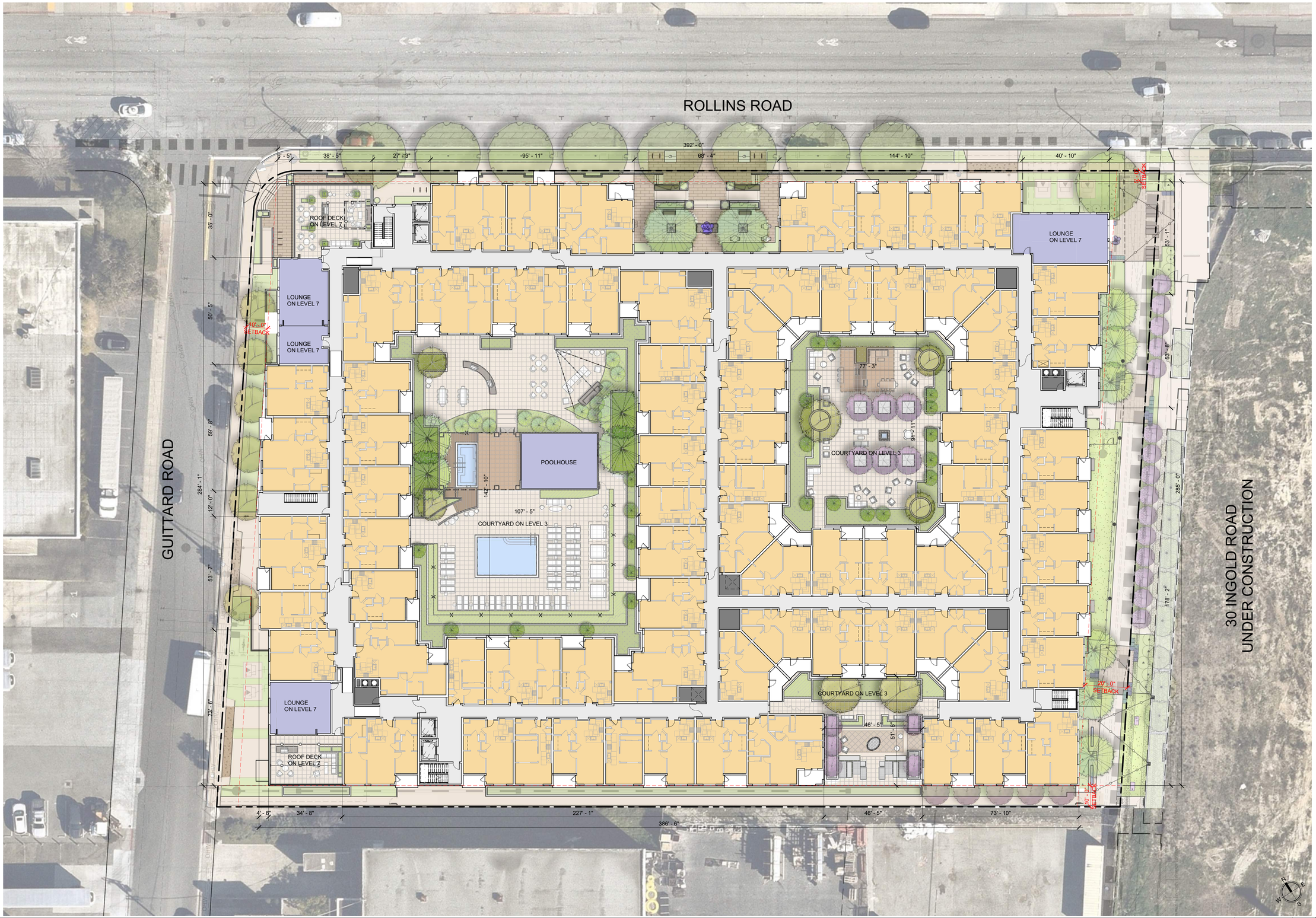
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SITE PLAN - GROUND LEVEL

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A100



SITE PLAN - UPPER LEVEL | 1" = 20'-0" | 1

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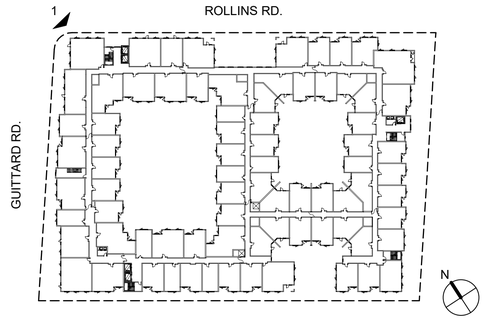
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SITE PLAN - UPPER LEVEL

Job No.	25029
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A101





NORTH CORNER VIEW FROM ROLLINS ROAD & GUITTARD ROAD | 1

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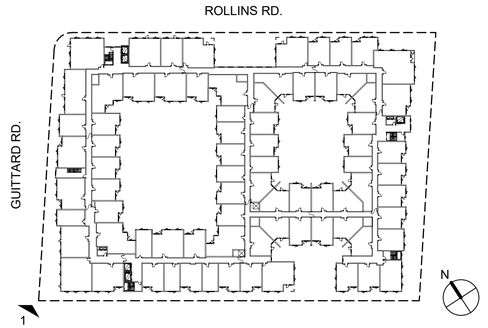
SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
EXTERIOR PERSPECTIVE

Job No.	25029
Date:	08/13/2026
Scale:	1" = 80'-0"
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WEST CORNER VIEW FROM GUITTARD ROAD | 1

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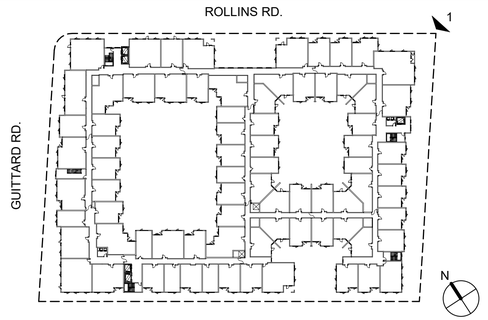
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Sheet Title:
EXTERIOR PERSPECTIVE

Job No.	25029
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EAST CORNER VIEW FROM ROLLINS ROAD | 1

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Sheet Title:
EXTERIOR PERSPECTIVE

Job No.	25029
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A112



LEVEL 1 | 1/16" = 1'-0" | 1

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SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
FLOOR PLAN - LEVEL 1

Job No.	25029
Date:	08/13/2026
Scale:	1/16" = 1'-0"
Drawn By:	Author

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LEVEL 2 | 1/16" = 1'-0" | 1

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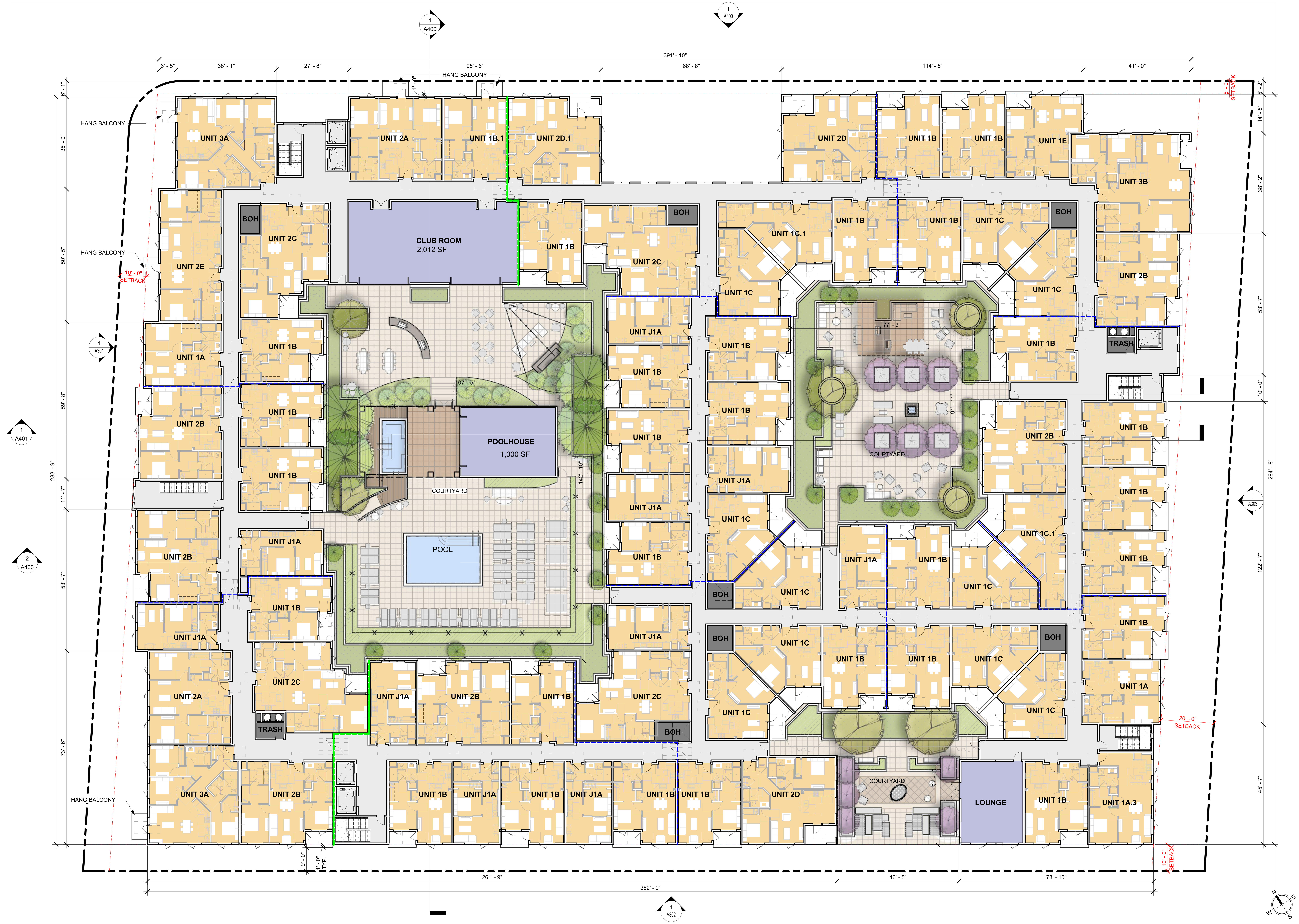
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Sheet Title:
FLOOR PLAN - LEVEL 2

Job No.	25029
Date:	08/13/2026
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SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
FLOOR PLAN - LEVEL 3

Job No. 25029
Date: 08/13/2026
Scale: 1/16" = 1'-0"
Drawn By: Author

Sheet No:
A203

LEVEL 3 | 1/16" = 1'-0" | 1



LEVEL 4 | 1/16" = 1'-0" | 1

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SUMMERHILL APARTMENT COMMUNITIES

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SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
FLOOR PLAN - LEVEL 4

Job No.	25029
Date:	08/13/2026
Scale:	1/16" = 1'-0"
Drawn By:	Author

Sheet No:

A204



LEVEL 5-6 | 1/16" = 1'-0" | 1

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SUMMERHILL APARTMENT COMMUNITIES

1755 ROLLINS ROAD MIXED-USE
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SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
FLOOR PLAN - LEVEL 5-6

Job No.	25029
Date:	08/13/2026
Scale:	1/16" = 1'-0"
Drawn By:	Author

Sheet No:

A205



LEVEL 7	1/16" = 1'-0"	1

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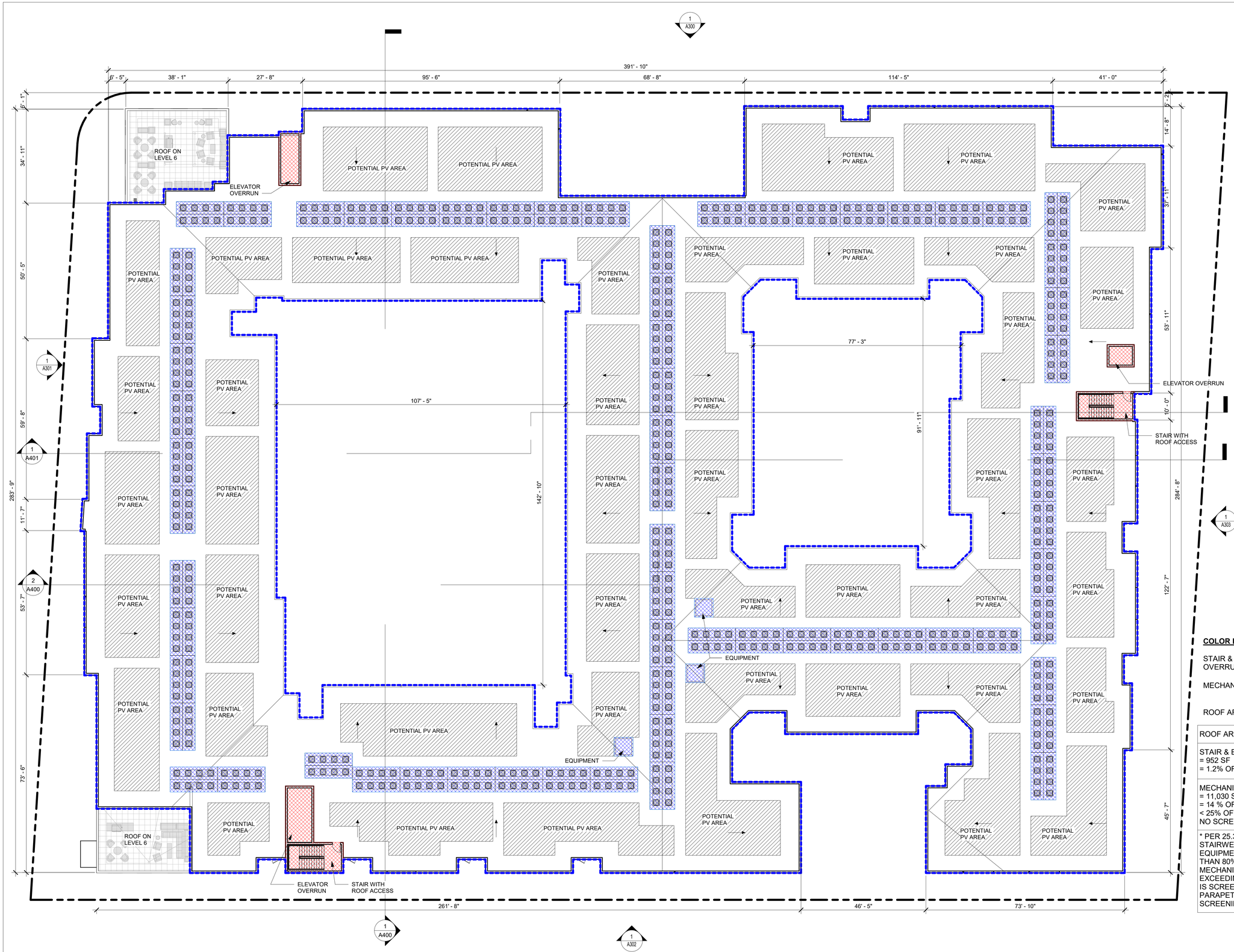
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Sheet Title:
FLOOR PLAN - LEVEL 7

Job No.	25029
Date:	08/13/2026
Scale:	1/16" = 1'-0"
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A207



COLOR LEGEND

STAIR & ELEVATOR OVERRUN	
MECHANICAL EQUIPMENT	
ROOF AREA	

ROOF AREA = 78,002 SF
STAIR & ELEVATOR OVERRUN AREA = 952 SF = 1.2% OF ROOF AREA*
MECHANICAL EQUIPMENT AREA = 11,030 SF = 14 % OF ROOF AREA < 25% OF ROOF AREA* NO SCREENING REQUIRED.
* PER 25.30.040.A.5., ELEVATORS, STAIRWELLS, AND MECHANICAL EQUIPMENT DO NOT COVER MORE THAN 80% OF THE ROOF AREA. MECHANICAL EQUIPMENT EXCEEDING 25% OF THE ROOF AREA IS SCREENED BY THE BUILDING PARAPET OR INTEGRATED DESIGN SCREENING.

ROOF PLAN | 1/16" = 1'-0" | 1

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SUMMERHILL APARTMENT COMMUNITIES

1755 ROLLINS ROAD MIXED-USE
BURLINGAME, CALIFORNIA

SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
ROOF PLAN

Job No.	25029
Date:	08/13/2026
Scale:	As indicated
Drawn By:	Author

Sheet No:

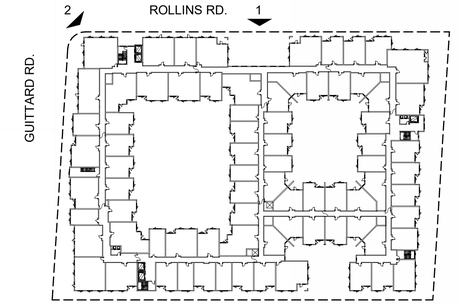
A208



NORTH CORNER VIEW FROM ROLLINS ROAD & GUITTARD ROAD | 2

MATERIAL LEGEND

A1	THIN BRICK - COLOR 1
A2	THIN BRICK - COLOR 2
B1	METAL SIDING
C1	CEMENT PLASTER - COLOR 1
C2	CEMENT PLASTER - COLOR 2
C3	CEMENT PLASTER - COLOR 3
C4	CEMENT PLASTER - COLOR 4
D1	FLEX SCREEN (GRAPHIC TBD)
D2	GARAGE GRILLE
D3	MECHANICAL LOUVER
E1	VINYL WINDOW
F1	ALUMINIUM STOREFRONT
G1	METAL RAILING
G2	GLASS RAILING
H1	METAL CANOPY





NORTHEAST ELEVATION | 1/16" = 1'-0" | 1

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SUMMERHILL APARTMENT COMMUNITIES

1755 ROLLINS ROAD MIXED-USE
BURLINGAME, CALIFORNIA

SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
BUILDING ELEVATION

Job No. 25029
Date: 08/13/2026
Scale: As indicated
Drawn By: Author

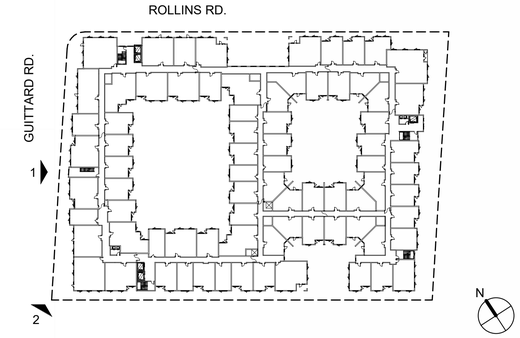
Sheet No:
A300



WEST CORNER VIEW FROM GUITTARD ROAD | 2

MATERIAL LEGEND

A1	THIN BRICK - COLOR 1
A2	THIN BRICK - COLOR 2
B1	METAL SIDING
C1	CEMENT PLASTER - COLOR 1
C2	CEMENT PLASTER - COLOR 2
C3	CEMENT PLASTER - COLOR 3
C4	CEMENT PLASTER - COLOR 4
D1	FLEX SCREEN (GRAPHIC TBD)
D2	GARAGE GRILLE
D3	MECHANICAL LOUVER
E1	VINYL WINDOW
F1	ALUMINIUM STOREFRONT
G1	METAL RAILING
G2	GLASS RAILING
H1	METAL CANOPY





NORTHWEST ELEVATION | 1/16" = 1'-0" | 1

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SUMMERHILL APARTMENT COMMUNITIES

1755 ROLLINS ROAD MIXED-USE
BURLINGAME, CALIFORNIA

SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
BUILDING ELEVATION

Job No.	25029
Date:	08/13/2026
Scale:	As indicated
Drawn By:	Author

Sheet No:

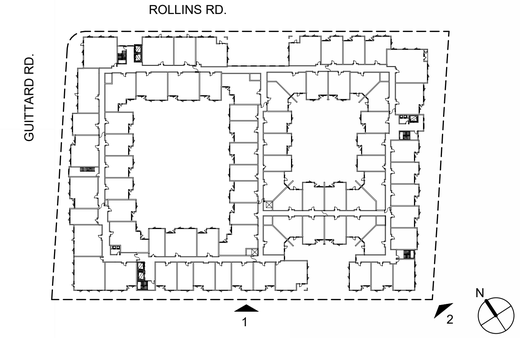
A301



SOUTH CORNER VIEW | 2

MATERIAL LEGEND

A1	THIN BRICK - COLOR 1
A2	THIN BRICK - COLOR 2
B1	METAL SIDING
C1	CEMENT PLASTER - COLOR 1
C2	CEMENT PLASTER - COLOR 2
C3	CEMENT PLASTER - COLOR 3
C4	CEMENT PLASTER - COLOR 4
D1	FLEX SCREEN (GRAPHIC TBD)
D2	GARAGE GRILLE
D3	MECHANICAL LOUVER
E1	VINYL WINDOW
F1	ALUMINIUM STOREFRONT
G1	METAL RAILING
G2	GLASS RAILING
H1	METAL CANOPY





SOUTHWEST ELEVATION | 1/16" = 1'-0" | 1

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SUMMERHILL APARTMENT COMMUNITIES

1755 ROLLINS ROAD MIXED-USE
BURLINGAME, CALIFORNIA

SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
BUILDING ELEVATION

Job No.	25029
Date:	08/13/2026
Scale:	As indicated
Drawn By:	Author

Sheet No:

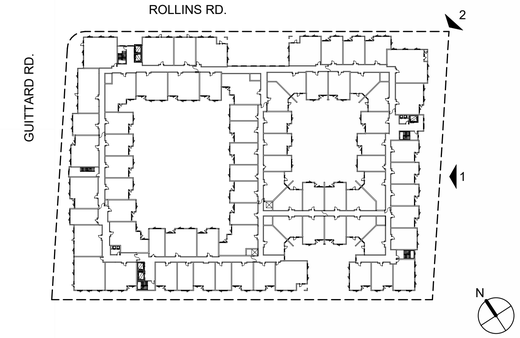
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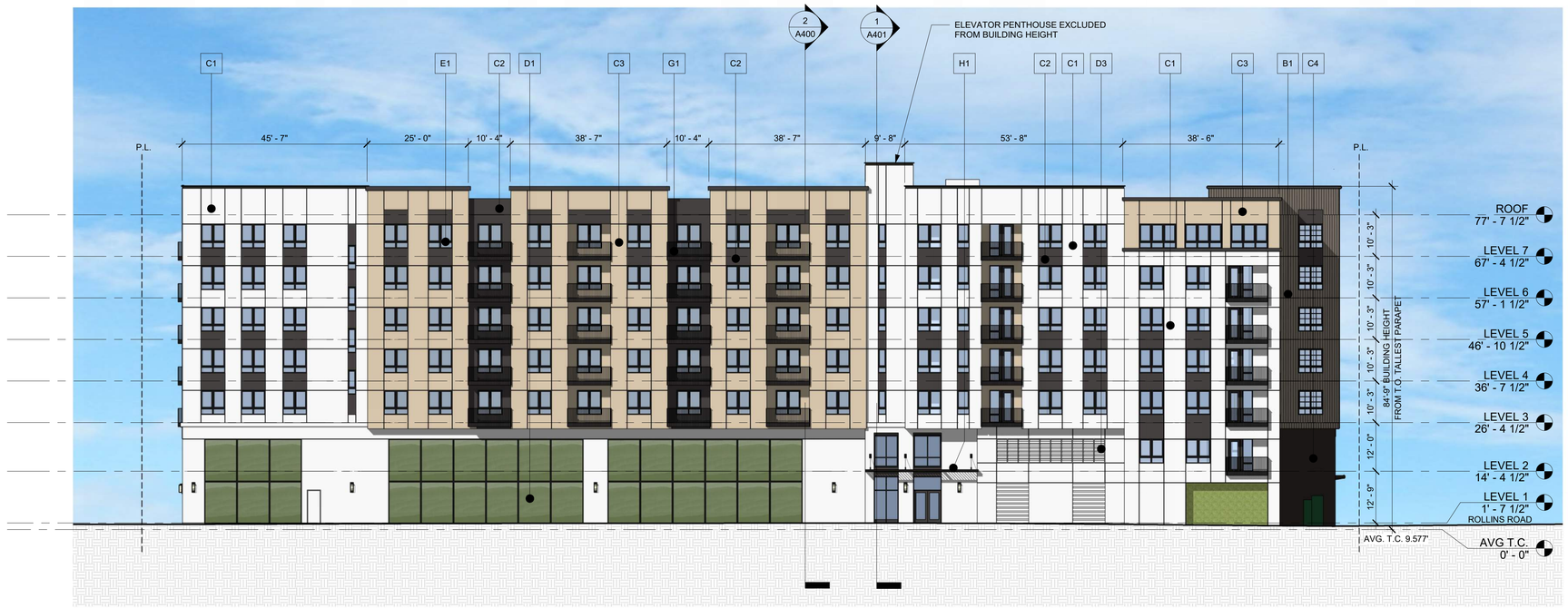


EAST CORNER VIEW FROM ROLLINS ROAD | 2

MATERIAL LEGEND

A1	THIN BRICK - COLOR 1
A2	THIN BRICK - COLOR 2
B1	METAL SIDING
C1	CEMENT PLASTER - COLOR 1
C2	CEMENT PLASTER - COLOR 2
C3	CEMENT PLASTER - COLOR 3
C4	CEMENT PLASTER - COLOR 4
D1	FLEX SCREEN (GRAPHIC TBD)
D2	GARAGE GRILLE
D3	MECHANICAL LOUVER
E1	VINYL WINDOW
F1	ALUMINIUM STOREFRONT
G1	METAL RAILING
G2	GLASS RAILING
H1	METAL CANOPY





SOUTHEAST ELEVATION | 1/16" = 1'-0" | 1

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SUMMERHILL APARTMENT COMMUNITIES

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BURLINGAME, CALIFORNIA

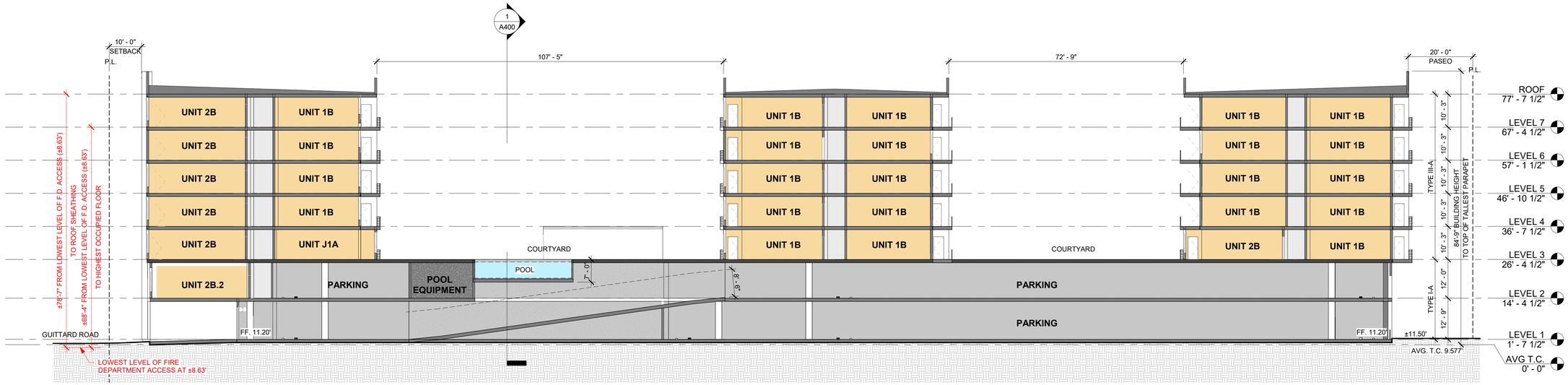
SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
BUILDING ELEVATION

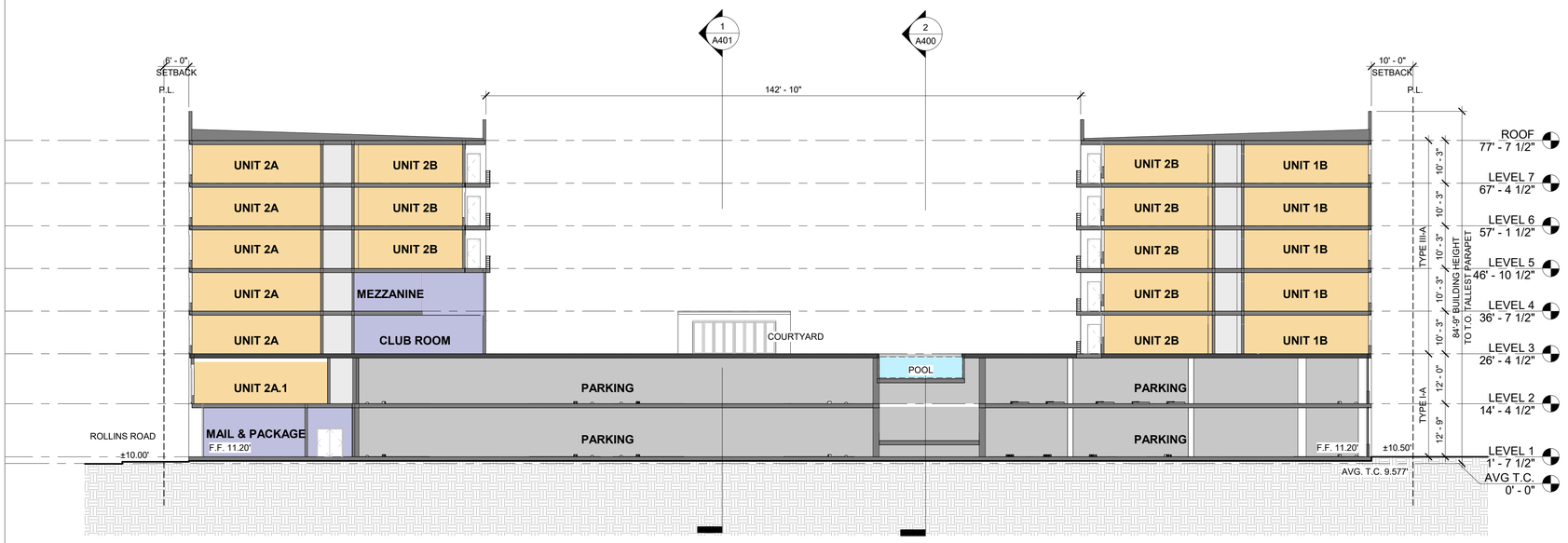
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Date:	08/13/2026
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Drawn By:	Author

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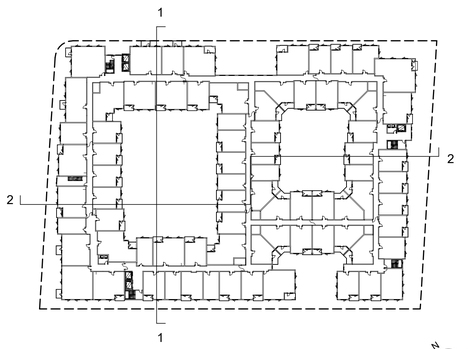
A303



BUILDING SECTION | 1/16" = 1'-0" | 2



BUILDING SECTION | 1/16" = 1'-0" | 1



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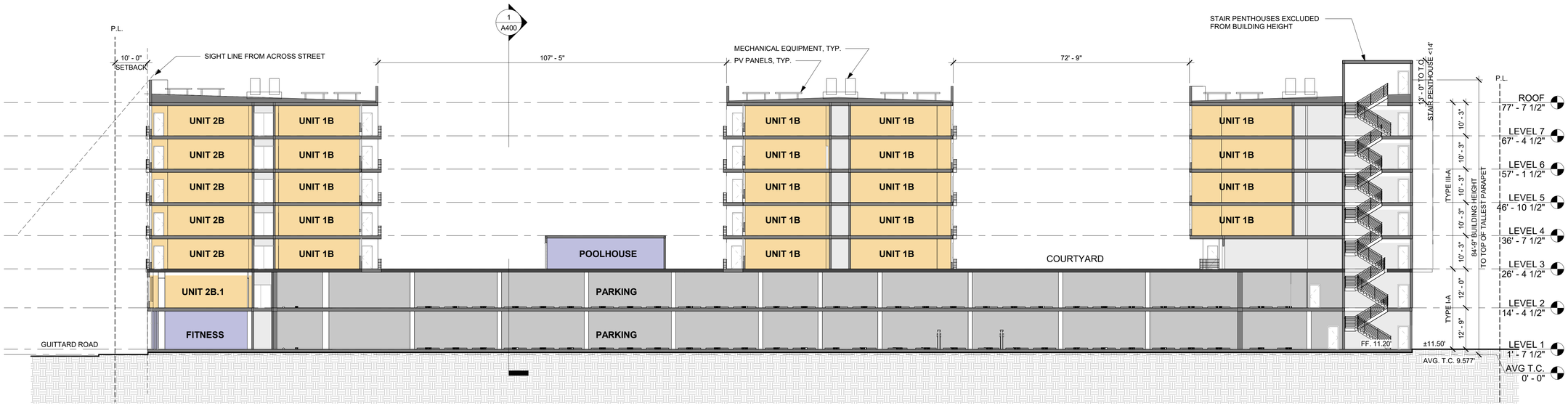
1755 ROLLINS ROAD MIXED-USE
BURLINGAME, CALIFORNIA

SUMMERHILL APARTMENT COMMUNITIES

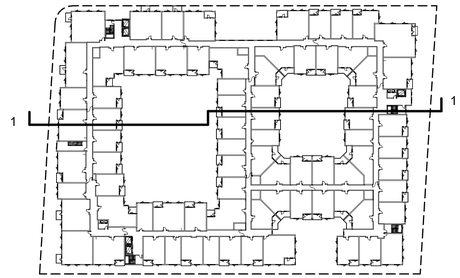
Sheet Title:
BUILDING SECTIONS

Job No. 25029
Date: 08/13/2026
Scale: As indicated
Drawn By: Author

Sheet No:
A400



BUILDING SECTION | 1/16" = 1'-0" | 1



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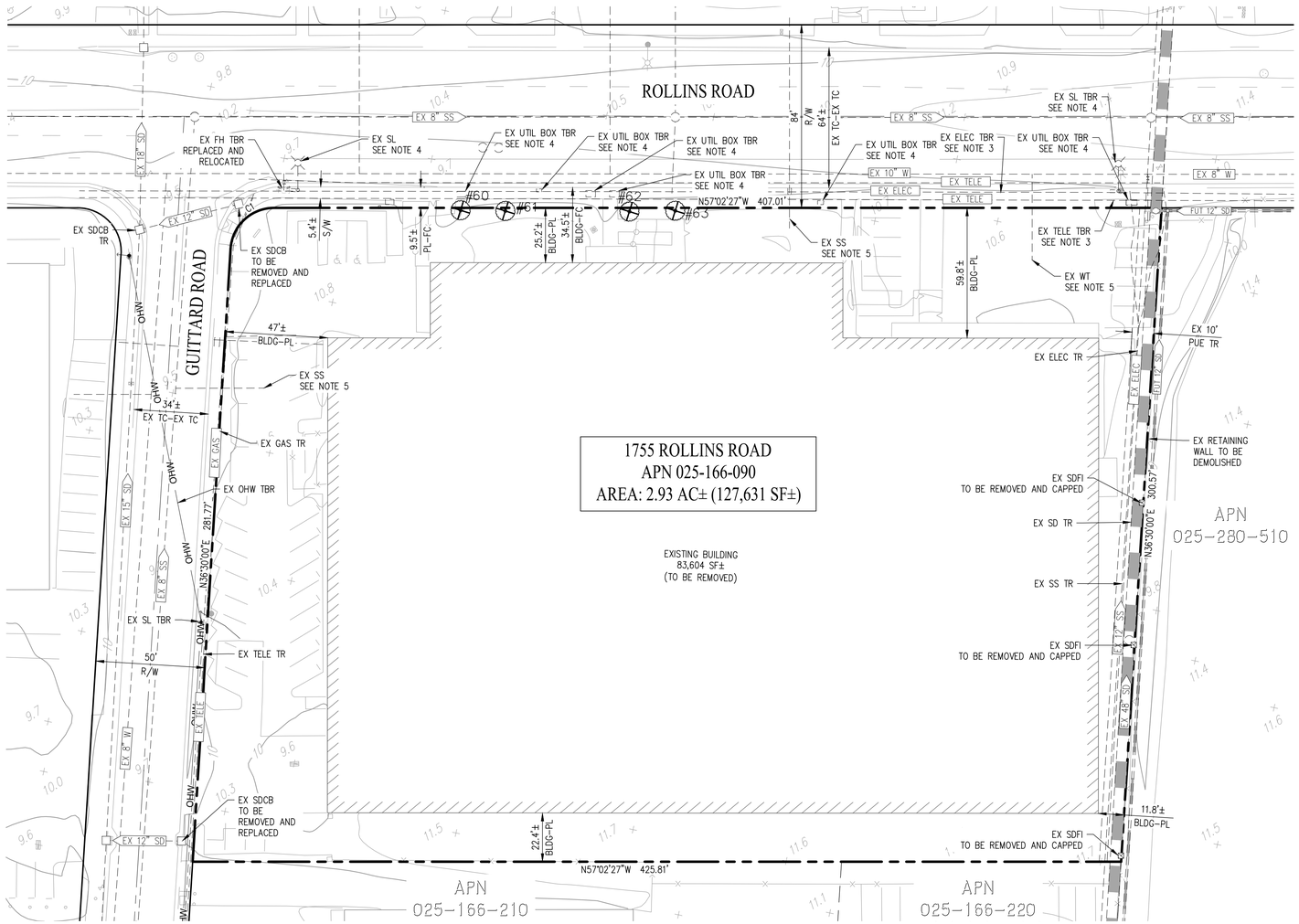
1755 ROLLINS ROAD MIXED-USE
BURLINGAME, CALIFORNIA

SUMMERHILL APARTMENT COMMUNITIES

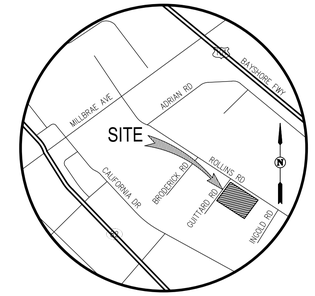
Sheet Title:
BUILDING SECTIONS

Job No. 25029
Date: 08/13/2026
Scale: As indicated
Drawn By: Author

Sheet No:
A401



CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C1	20.00'	86°27'33"	30.18'



VICINITY MAP

NOT TO SCALE

LEGEND

- EXISTING BOUNDARY LINE
- CENTERLINE
- EASEMENT LINE
- ADJACENT PROPERTY LINE
- EXISTING RIGHT OF WAY
- EX 12" SD — EXISTING STORM DRAIN MAIN
- EX SD — EXISTING STORM DRAIN MAIN
- EX 8" W — EXISTING WATER MAIN
- EX 8" SS — EXISTING SANITARY SEWER MAIN
- EX GAS — EXISTING GAS LINE
- EX ELEC — EXISTING UNDERGROUND ELECTRIC
- EX TELE — EXISTING UNDERGROUND COMMUNICATION LINE
- EXISTING STORM DRAIN MANHOLE
- EXISTING STORM DRAIN FIELD INLET
- EXISTING FIRE HYDRANT
- EXISTING BACK FLOW
- EXISTING PRESSURE INDICATOR VALVE
- EXISTING FIRE DEPARTMENT CONNECTION
- EXISTING WATER VALVE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER CLEANOUT
- EXISTING UTILITY BOX/VAULT
- EXISTING STREET LIGHT
- EXISTING TREE TO BE REMOVED
- EXISTING TREE TO REMAIN
- EXISTING STREET SIGN
- OHW — EXISTING OVERHEAD WIRE

BLDG	BUILDING
BFP	BACK FLOW PREVENTER
CB	CATCH BASIN
DWY	DRIVEWAY
ELEC	ELECTRIC
FI	FIELD DRAINAGE INLET
ELEC	ELECTRICAL
EX	EXISTING
FH	FIRE HYDRANT
MH	MANHOLE
ML	MONUMENT LINE
PL	PROPERTY LINE
PP	POWER POLE
SL	STREET LIGHT
SSCO	SANITARY SEWER CLEAN OUT
TBR	TO BE REMOVED
TELE	TELEPHONE/COMMUNICATION
TBR	TO BE REMOVED
TBQ	TO BE QUITCLAIMED
TR	TO REMAIN
TRANS	TRANSFORMER
UTIL	UTILITY
VLT	VAULT
W	WATER
WM	WATER METER
WS	WATER SERVICE
WV	WATER VALVE

30' 0' 15' 30' 60' 120'

GRAPHIC SCALE

CONTACTS

1. OWNER/DEVELOPER: SUMMERHILL APARTMENT COMMUNITIES
ELAINE BREEZE
777 S. CALIFORNIA AVE
PALO ALTO, CA 94304
(650) 842-2404

2. CIVIL ENGINEER: CARLSON, BARBEE & GIBSON, INC.
RYAN HANSEN
2633 CAMINO RAMON, SUITE 350
SAN RAMON, CA 94583
(925) 866-0322
RCE #80557

3. ARCHITECT STUDIO T-SQ, INC.
CHEK-FONG TANG
1970 BROADWAY, SUITE 408
OAKLAND, CA 94612
(510) 451-2850

GENERAL NOTES

1. AERIAL TOPOGRAPHY: BY GEOMAPS DATED MARCH 9, 2026
2. CONTOUR INTERVAL: 1 FOOT
3. ASSESSORS PARCEL NO: 025-166-090
4. SITE ADDRESS: 1755 ROLLINS ROAD
5. EXISTING ZONING: RRMU – ROLLINS ROAD MIXED USE
6. PROPOSED ZONING: RRMU – ROLLINS ROAD MIXED USE
7. EXISTING LAND USE: OFFICE/WAREHOUSE
8. PROPOSED LAND USE: MIXED USE – MULTIFAMILY RESIDENTIAL & COMMERICAL/RETAIL
9. SITE AREA: 2.93 AC± (127,631 SF±)
10. DWELLING UNITS: 395 UNITS
11. DENSITY: 134.8 DU/AC
12. EXISTING STRUCTURES: EXISTING STRUCTURES ON THE SITE WILL BE DEMOLISHED PRIOR TO CONSTRUCTION.
13. STREET LIGHTS: STREET LIGHTS ON PRIVATE PROPERTY WILL BE PRIVATELY MAINTAINED.
14. UTILITY PROVIDERS:
    - WATER: CITY OF BURLINGAME
    - SANITARY SEWER: CITY OF BURLINGAME
    - GAS & ELECTRIC: PG&E
    - TELEPHONE: AT&T
    - CABLE TV: TBD
    - SOLIDWASTE/TRASH: RECOLOGY SAN MATEO COUNTY
15. TRASH: TRASH COLLECTION AREA TO BE PRIVATELY MAINTAINED ON-SITE. STAGING AREA TO BE PLACED ALONG ROLLINS ROAD.
16. WELLS ONSITE: NONE
17. FLOOD ZONE:
    - ZONE AE: SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD, BASE FLOOD ELEVATION = 10 FEET
    - ZONE X: AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.
18. BASIS OF BEARING: THE BASIS OF BEARINGS FOR THIS SURVEY IS DETERMINED BY FOUND MONUMENTS ALONG ROLLINS ROAD, THE BEARING BEING N57°02'27"W AS SHOWN ON 39 M 49.
19. BENCHMARK: CITY OF BURLINGAME BENCHMARK CONTROL POINT 1009 (53 RS 89): BEING A 2" BRONZE ALLOY DISC WITH PUNCH LS 7616 IN THE TOP OF CURB ON THE NORTHERLY SIDE OF ROLLINS ROAD, DIRECTLY ABOVE BAY INLET CHANNEL BOX CULVERT BETWEEN 1492 AND 1510 ROLLINS ROAD, BURLINGAME, CALIFORNIA. ELEVATION=10.74'(NAVD88).
20. DIMENSIONS: ALL DIMENSIONS ARE PRELIMINARY AND SUBJECT TO FINAL MAP.
21. GRADING: ALL GRADING AS SHOWN IS SUBJECT TO FINAL DESIGN. GRADING WILL NOT BE PHASED.
22. TREES: ALL ONSITE TREES ARE TO BE REMOVED UNLESS OTHERWISE NOTED.
23. EROSION CONTROL: EROSION CONTROL WILL BE PREPARED PER CITY STANDARDS AND ABAG RECOMMENDATIONS.
24. PHASING: PROJECT MAY BE CONSTRUCTED IN MULTIPLE PHASES.

NOTE:

1. ALL EXISTING ONSITE UTILITIES, AND IMPROVEMENTS NOT LIMITED TO BUILDINGS, RETAINING WALLS, PAVEMENT, TREES, ETC. ARE TO BE REMOVED UNLESS OTHERWISE NOTED.
2. LOCATION OF ALL EXISTING UTILITIES ARE APPROXIMATE BASED ON FIELD AND RECORD INFORMATION. FINAL UTILITY LOCATIONS AND DEPTHS ARE SUBJECT TO USA MARKINGS VERIFICATION AND POTHOLE INVESTIGATIONS.
3. REMOVAL AND REROUTING OF EXISTING ELECTRICAL LINES TO BE COORDINATED WITH JOINT TRENCH.
4. REMOVAL AND OR RELOCATION OF EXISTING STREET LIGHTS AND UTILITY BOXES TO BE COORDINATED WITH JOINT TRENCH.
5. EXISTING WATER LATERALS TO BE CUT & CAPPED AT THE PROPERTY LINE.
6. EXISTING SANITARY SEWER LATERALS TO BE CUT & CAPPED AT THE PROPERTY LINE.
7. ALL ONSITE TREES ARE TO BE REMOVED. SEE ARBORIST REPORT DATED MARCH 2026 AND PREPARED BY HORT SCIENCE BARTLETT CONSULTING.
8. THIS PROJECT WILL BE REQUIRED TO REPLACE ALL CURB, GUTTER, DRIVEWAY, SIDEWALK, AND CURB RAMP FRONTING SITE, PLUG ALL EXISTING SANITARY SEWER LATERAL CONNECTIONS AND INSTALL A NEW 6" LATERAL AND WYE TO MAIN, ALL WATER LINE CONNECTIONS TO CITY WATER MAINS FOR SERVICES OR FIRE LINE ARE TO BE INSTALLED PER CITY STANDARD PROCEDURES AND SPECIFICATION, AND ANY OTHER UNDERGROUND UTILITY WORKS WITHIN CITY'S RIGHT-OF-WAY.

cbg
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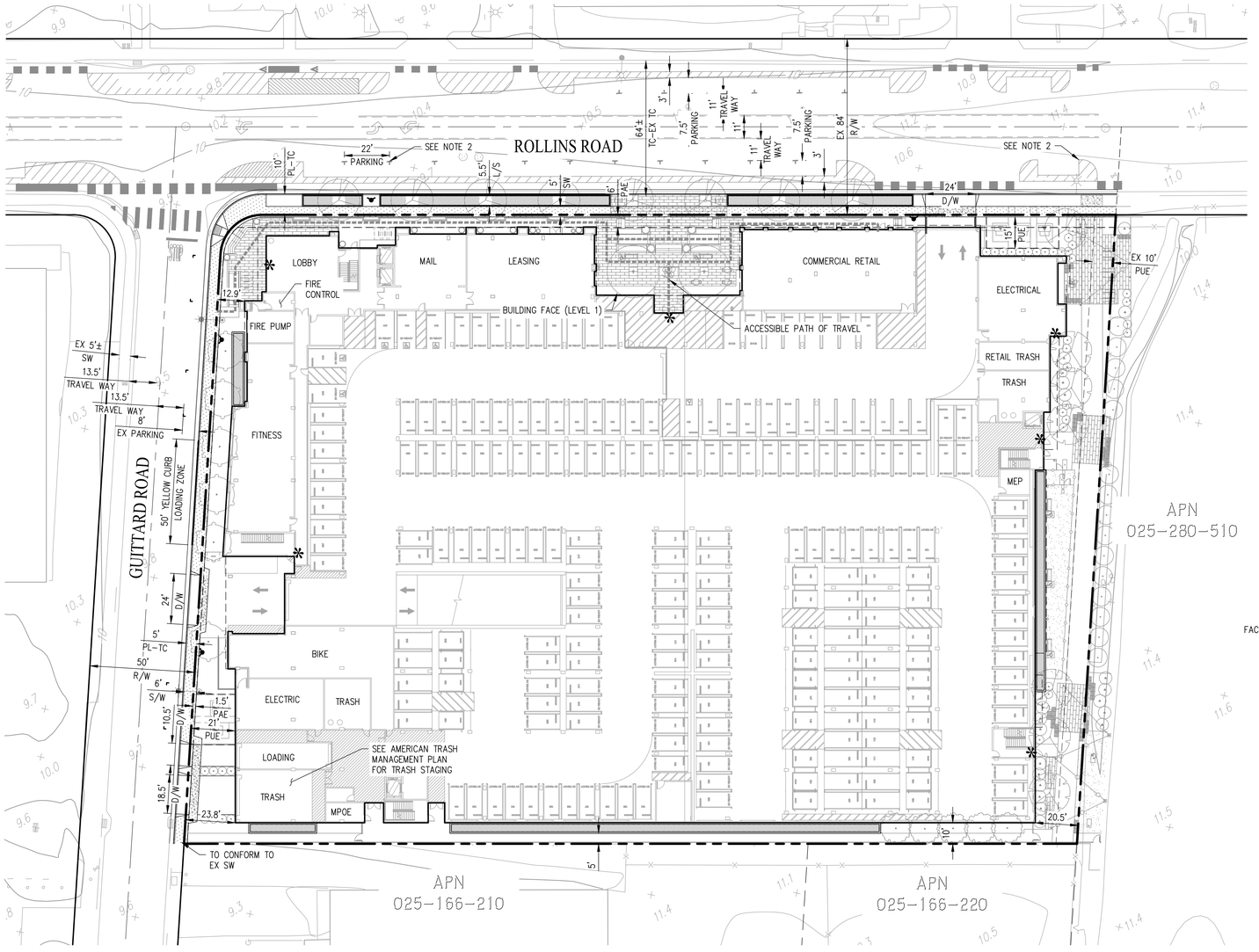
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BURLINGAME, CALIFORNIA

SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
EXISTING BOUNDARY AND DEMOLITION PLAN

Job No. 4181-000
Date: 08/13/2026
Scale:
Drawn By: ASL

Sheet No:
C1.0

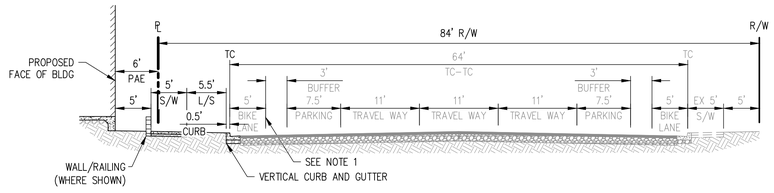


LEGEND

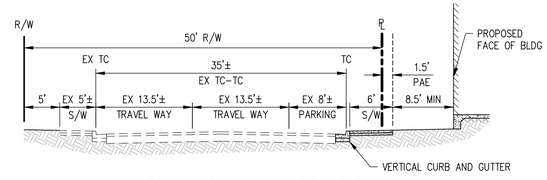
- EXISTING BOUNDARY LINE
- EASEMENT LINE
- ADJACENT PROPERTY LINE
- EXISTING RIGHT OF WAY
- ACCESSIBLE ACCESS
- ACCESSIBLE PATH OF TRAVEL
- PROPOSED TRANSFORMER
- PROPOSED TREE
- FIRE HYDRANT

ABBREVIATIONS

BC	BACK OF CURB
BLDG	BUILDING
DWY	DRIVEWAY
EX	EXISTING
L/S	LANDSCAPE
PAE	PUBLIC ACCESS EASEMENT
PL	PROPERTY LINE
PUE	PUBLIC UTILITY EASEMENT
S/W	SIDEWALK
TC	TOP OF CURB



ROLLINS ROAD SECTION
NOT TO SCALE



GUITTARD ROAD SECTION
NOTE TO SCALE

NOTES:
1. ROLLINS ROAD STRIPING AND ASSOCIATED FUTURE CITY IMPROVEMENTS ARE TO BE COMPLETED BY OTHERS. SHOWN FOR REFERENCE ONLY.
2. RE-DO OF CITY IMPROVEMENTS MAY BE REQUIRED.

30' 0' 15' 30' 60' 120'
GRAPHIC SCALE

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SUMMERHILL APARTMENT COMMUNITIES

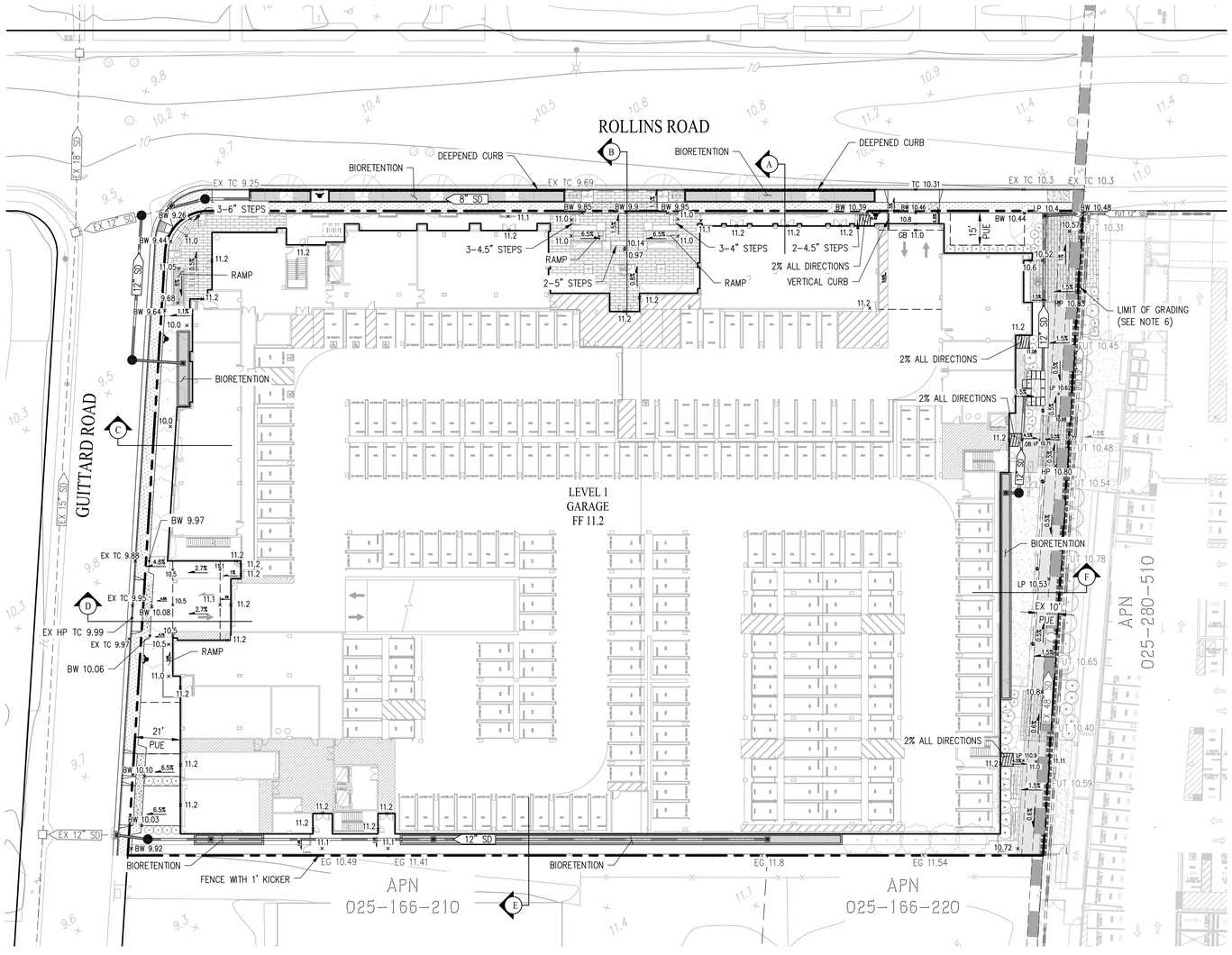
1755 ROLLINS ROAD MIXED-USE
BURLINGAME, CALIFORNIA

SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
PRELIMINARY SITE PLAN

Job No. 4181-000
Date: 08/13/2026
Scale:
Drawn By: ASL

Sheet No:
C2.0



LEGEND

- BOUNDARY LINE
- EASEMENT LINE
- ADJACENT PROPERTY LINE
- EXISTING RIGHT OF WAY
- EXISTING STORM DRAIN (EX 12" SD / EX SD)
- PROPOSED STORM DRAIN (12" SD)
- PROPOSED MANHOLE
- PROPOSED FIELD INLET
- PROPOSED AREA DRAIN
- PROPOSED AT GRADE BIO RETENTION
- PROPOSED RAISED FLOW THROUGH BIO RETENTION PLANTER
- PROPOSED UNDERGROUND TREATMENT SYSTEM
- ACCESSIBLE ACCESS
- DEEPENED CURB AND OR SIDEWALK
- LIMIT OF GRADING

ABBREVIATIONS

BLDG	BUILDING
BW	BACK OF WALK
DWY	DRIVEWAY
EX	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
FUT	FUTURE
PV	PAVEMENT
TC	TOP OF CURB

ESTIMATED EARTHWORK

DESCRIPTION	CUT (CY)	FILL (CY)	NET (CY)
BUILDING	0	5,000	5,000 (F)

EARTHWORK ASSUMPTIONS:

1. ROUGH GRADING REFLECTS STREET SUBGRADE COMPARED TO EXISTING SUBGRADE. PROPOSED STREET SECTION ASSUMED TO BE 12". OFF HAUL QUANTITY OF EXISTING PAVEMENT AND BUILDING FOUNDATION NOT INCLUDED.
2. ASSUMED FOUNDATION THICKNESS OF 12".
3. ROUGH GRADING EARTHWORK QUANTITIES ARE SUBJECT TO FINAL DESIGN.
4. THE SD SYSTEM UPSTREAM FROM THE BACK OF THE PUBLIC INLETS SHALL BE PRIVATELY MAINTAINED.
5. FINISH FLOOR ELEVATIONS ARE BASED ON THE SPECIAL FLOOD HAZARD ZONE AE (EL 10). 3
6. LIMITS OF GRADING/IMPROVEMENTS ON THE EAST SIDE OF THE PROPERTY IS ASSUMED TO BE ALONG THE PROPERTY LINE. GRADING AND IMPROVEMENTS WITH THE ADJACENT 30 INGOLD PROJECT TO BE COORDINATED.

30' 0' 15' 30' 60' 120'

GRAPHIC SCALE

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SUMMERHILL APARTMENT COMMUNITIES

1755 ROLLINS ROAD MIXED-USE
BURLINGAME, CALIFORNIA

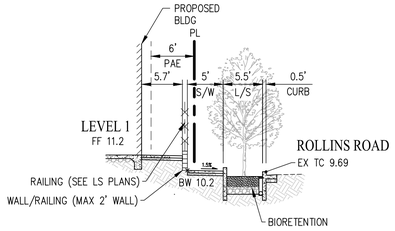
SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
PRELIMINARY GRADING AND DRAINAGE PLAN

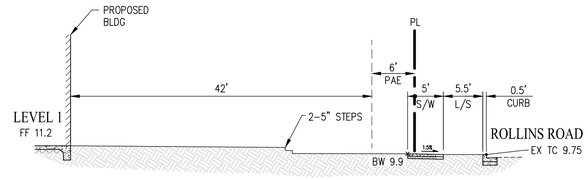
Job No. 4181-000
Date: 08/13/2026
Scale:
Drawn By: ASL

Sheet No:

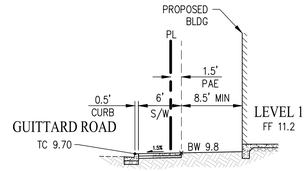
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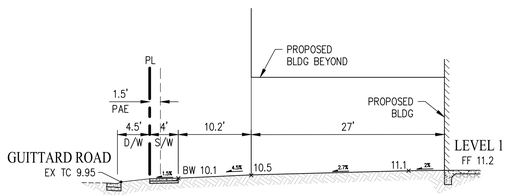
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NOT TO SCALE



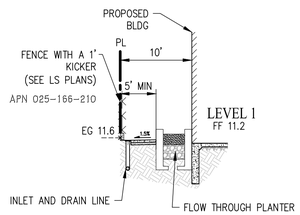
SECTION B
NOT TO SCALE



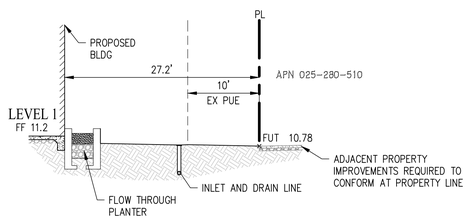
SECTION C
NOT TO SCALE



SECTION D
NOT TO SCALE



SECTION E
NOT TO SCALE



SECTION F
NOT TO SCALE

10' 0' 5' 10' 20' 40'
GRAPHIC SCALE

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SUMMERHILL APARTMENT COMMUNITIES

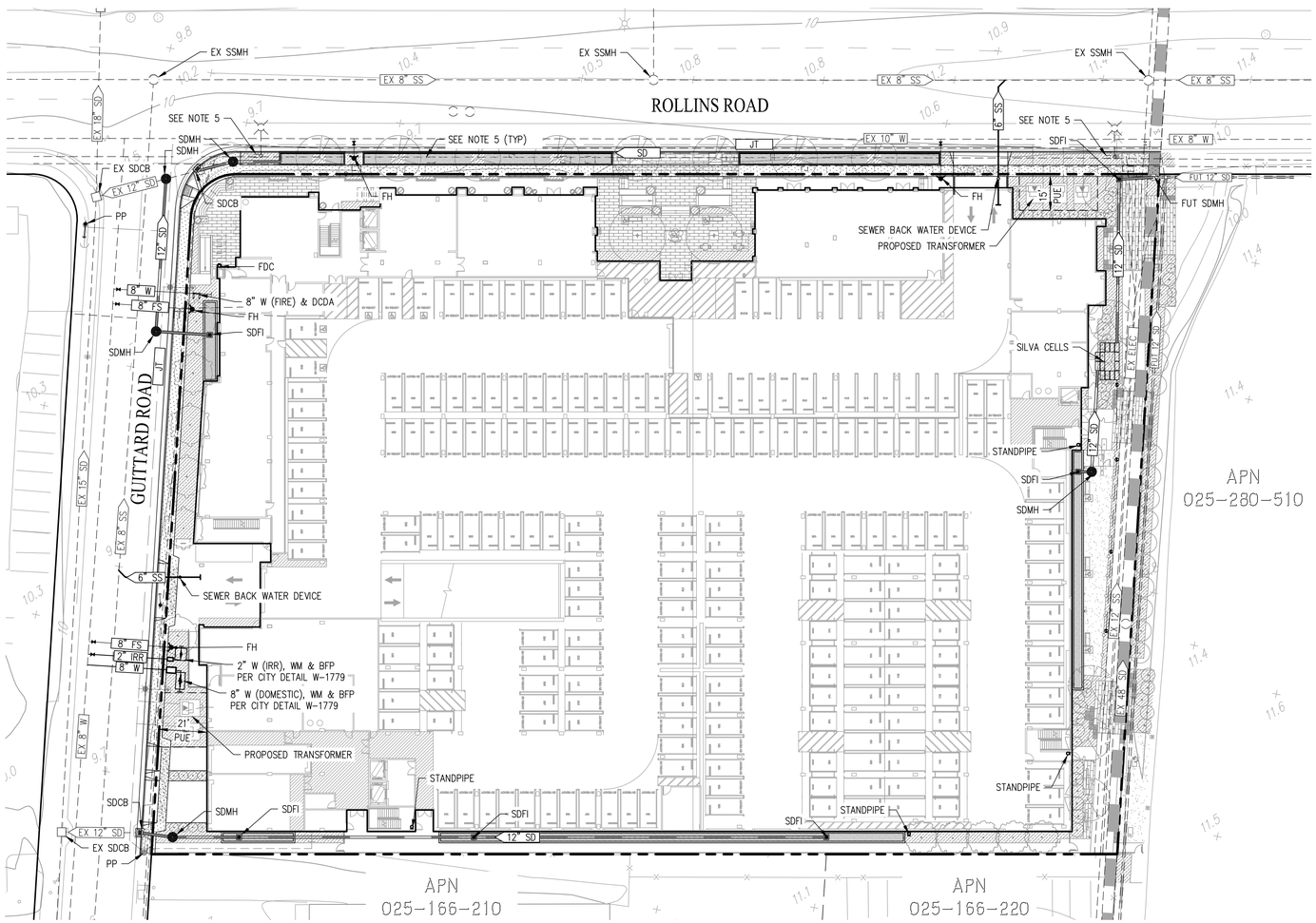
1755 ROLLINS ROAD MIXED-USE
BURLINGAME, CALIFORNIA

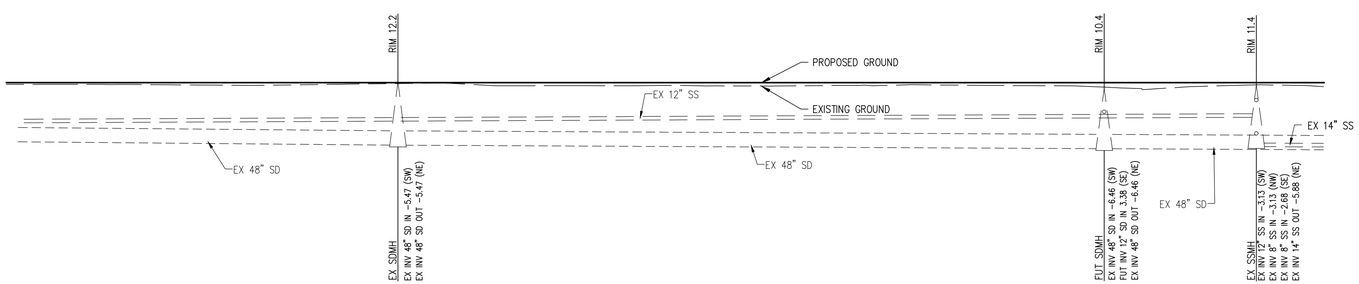
SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
PRELIMINARY GRADING SECTIONS

Job No. 4181-000
Date: 08/13/2026
Scale:
Drawn By: ASL

Sheet No:
C4.0





EXITSING STORMDRAIN AND SEWER (ALONG EAST PROPERTY LINE)

NOT TO SCALE

LEGEND

- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- EX SD — EXISTING STORM DRAIN
- EX SD — EXISTING STORM DRAIN
- EX SS — EXISTING SANITARY SEWER MAIN
- EX W — EXISTING WATER MAIN
- EX ELEC — EXISTING ELECTRIC LINE
- EX GAS — EXISTING GAS LINE
- EX TELE — EXISTING TELEPHONE LINE
- OHW — EXISTING OVERHEAD WIRE
- 12" SD — PROPOSED STORM DRAIN
- 8" SS — PROPOSED SANITARY SEWER MAIN
- 8" W — PROPOSED WATER MAIN
- EXISTING MANHOLE
- PROPOSED MANHOLE
- EXISTING STORM DRAIN CATCH BASIN
- EXISTING STORM FIELD INLET
- PROPOSED STORM FIELD INLET
- PROPOSED FLOW-THROUGH PLANTER
- PROPOSED AT GRADE BIO RETENTION
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- PROPOSED WATER METER
- PROPOSED FIRE DEPARTMENT CONNECTION
- PROPOSED DOUBLE CHECK DETECTOR ASSEMBLY
- PROPOSED BACKFLOW PREVENTOR
- EXISTING POWER POLE
- EXISTING STREET LIGHT
- PROPOSED POWER POLE & GUY WIRE
- PROPOSED GUY WIRE
- EXISTING UTILITY BOX
- PROPOSED TRANSFORMER (SEE NOTE 6)

ABBREVIATIONS

BFP	BACKFLOW PREVENTOR
BW	BACK OF WALK
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY
EX	EXISTING
FH	FIRE HYDRANT
FF	FINISH FLOOR
FNC	FENCE
FS	FIRE SERVICE
FUT	FUTURE
IRR	IRRIGATION
MH	MANHOLE
PAE	PUBLIC ACCESS EASEMENT
℄	PROPERTY LINE
PUE	PUBLIC UTILITY EASEMENT
SD	STORM DRAIN
SS	SANITARY SEWER
S/W	SIDEWALK
TC	TOP OF CURB
WM	WATER METER

NOTE:

1. UTILITY LAYOUT, AND POINT OF CONNECTIONS AS SHOWN ARE PRELIMINARY AND SUBJECT TO FINAL DESIGN. UTILITY POINT OF CONNECTIONS SHALL BE VERIFIED WITH USA MARKINGS AND POTHOLE INFORMATION.ALL UTILITY POINT OF CONNECTIONS AND SIZES ARE SUBJECT TO MEP COORDINATION.
2. NOT ALL EXISTING UTILITIES HAVE BEEN SURVEYED AND SOME INFORMATION IS BASED ON AVAILABLE BASE MAPS AND GOOGLE STREET VIEW. SUBJECT TO FIELD VERIFICATION.
3. METER PLACEMENT IS SUBJECT TO MEP COORDINATION.
4. EXISTING STORMDRAIN STRUCTURES AND POINT OF CONNECTION TO BE CONFIRMED TO DETERMINE ROUTING OF STORM DRAIN.
5. REMOVAL AND RELOCATION OF EXISTING STREET LIGHTS, UTILITY BOXES, POWER POLES, AND OVERHANG WIRES TO BE COORDINATED WITH JOINT TRENCH.
6. TRANSFORMER LOCATIONS TO BE COORDINATED WITH JOINT TRENCH.
7. FIRE HYDRANT QUANTITY SUBJECT TO FINAL DEMAND CALCULATIONS.

30' 0' 15' 30' 60' 120'

GRAPHIC SCALE

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SUMMERHILL APARTMENT COMMUNITIES

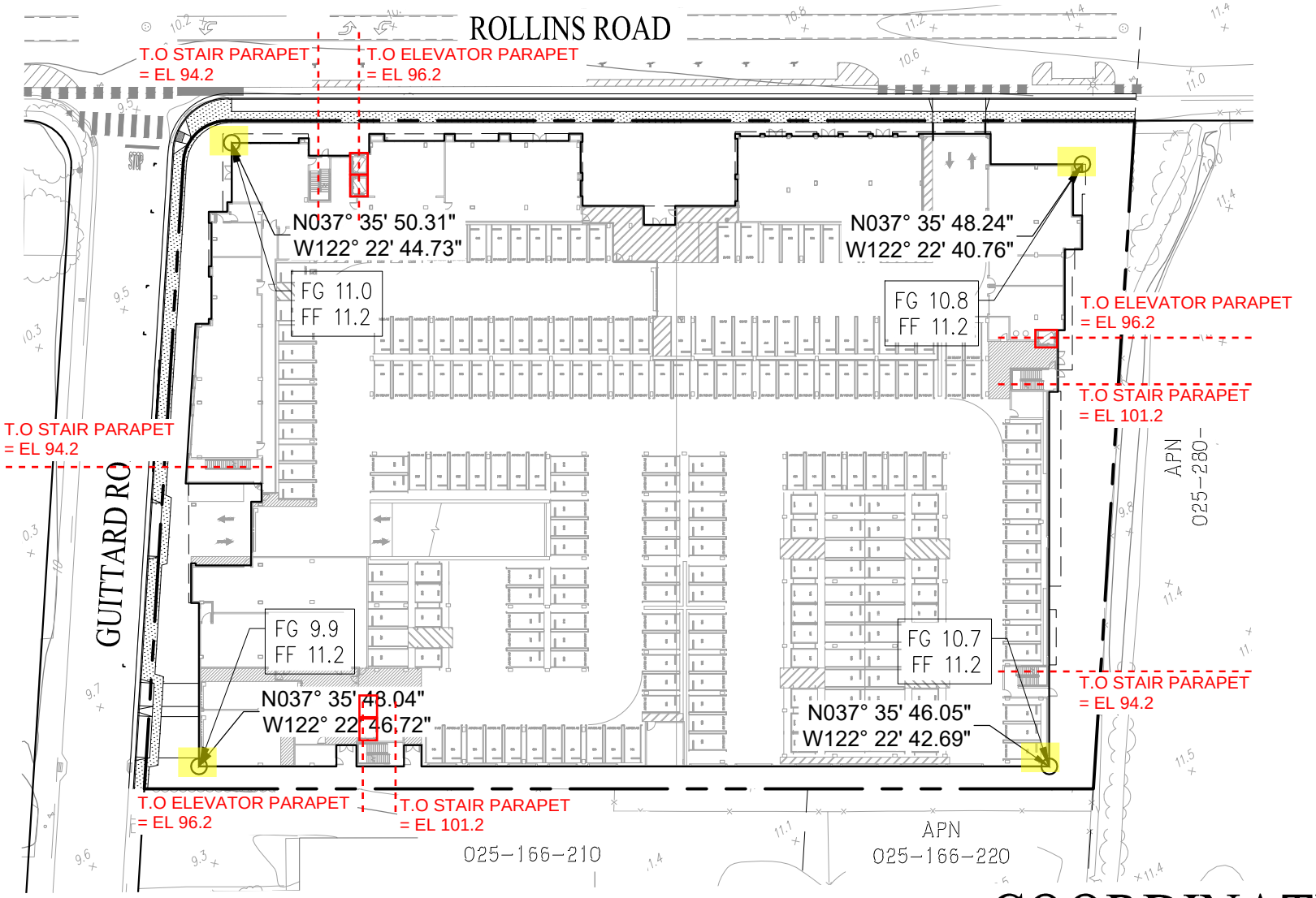
1755 ROLLINS ROAD MIXED-USE
BURLINGAME, CALIFORNIA

SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
PRELIMINARY UTILITY PLAN

Job No. 4181-000
Date: 08/13/2026
Scale:
Drawn By: ASL

Sheet No:
C5.0



LEGEND

PROPERTY LINE

RIGHT OF WAY LINE

FF FINISH FLOOR

FG FINISH GRADE

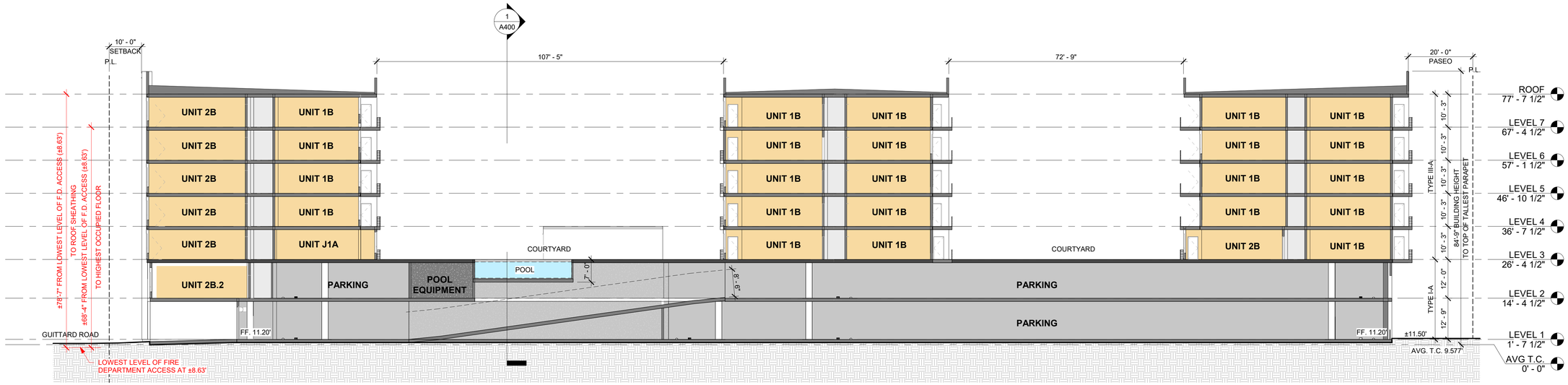
COORDINATES

1755 ROLLINS ROAD

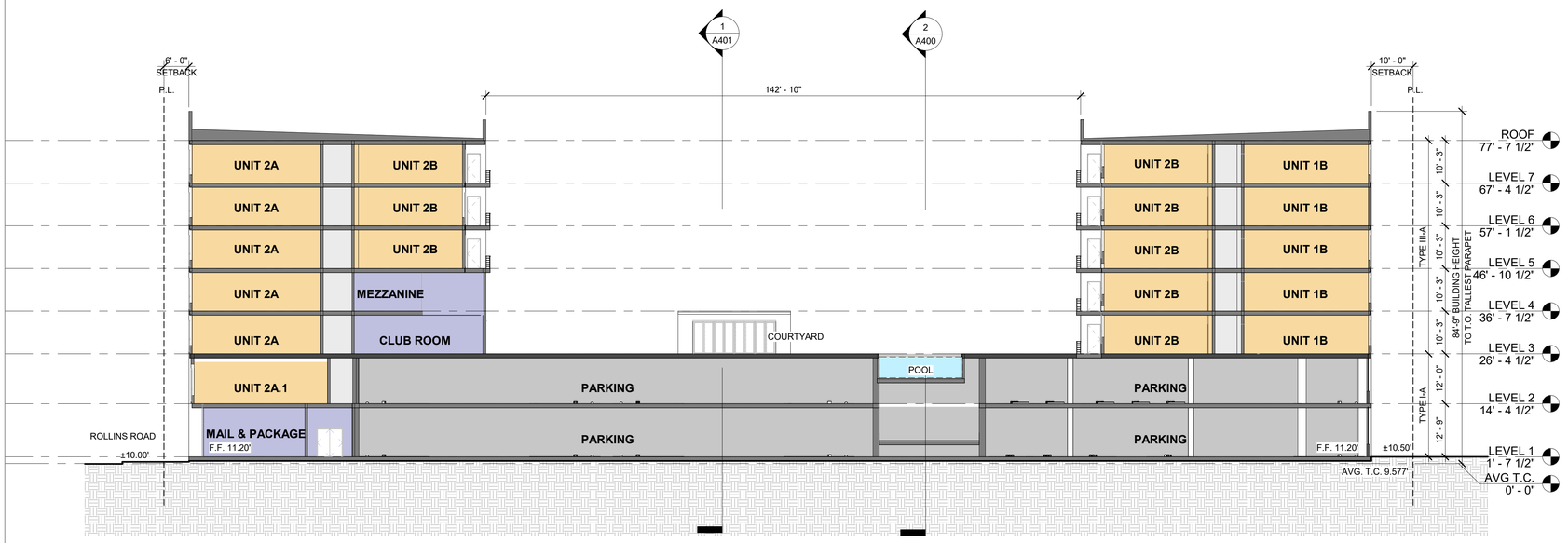
CITY OF BURLINGAME SAN MATEO COUNTY CALIFORNIA

DATE: AUGUST 19, 2026 SCALE: 1" = 70'

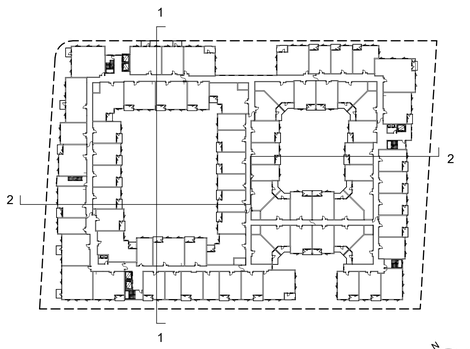
cbg
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BUILDING SECTION | 1/16" = 1'-0" | 2



BUILDING SECTION | 1/16" = 1'-0" | 1



STUDIO T SQUARE

: Architecture
: Planning
: Urban Design

: 1970 Broadway, Suite 615
: Oakland, California 94612
: (510) 451 - 2850

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SUMMERHILL APARTMENT COMMUNITIES

1755 ROLLINS ROAD MIXED-USE
BURLINGAME, CALIFORNIA

SUMMERHILL APARTMENT COMMUNITIES

Sheet Title:
BUILDING SECTIONS

Job No. 25029
Date: 08/13/2026
Scale: As indicated
Drawn By: Author

Sheet No:
A400

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Attachment 1e

Aeronautical Study No.
2026-AWP-7934-OE

Issued Date: 08/13/2026

SUMMERHILL APARTMENT COMMUNITIES
MICHELLE MARKIEWICZ
777 California Ave
Palo Alto, CA 94304-1102

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Multi-unit Housing 1755 Rollins Road
County, State: San Mateo, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
Finished Grade: pt-1	37-35-50.31N	122-22-44.72W	11 Ft	85 Ft	96 Ft
Finished Grade: pt-2	37-35-48.33N	122-22-40.93W	11 Ft	85 Ft	96 Ft
Finished Grade: pt-3	37-35-46.05N	122-22-42.69W	11 Ft	85 Ft	96 Ft
Finished Grade: pt-4	37-35-48.04N	122-22-46.72W	10 Ft	85 Ft	95 Ft

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/13/2028 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

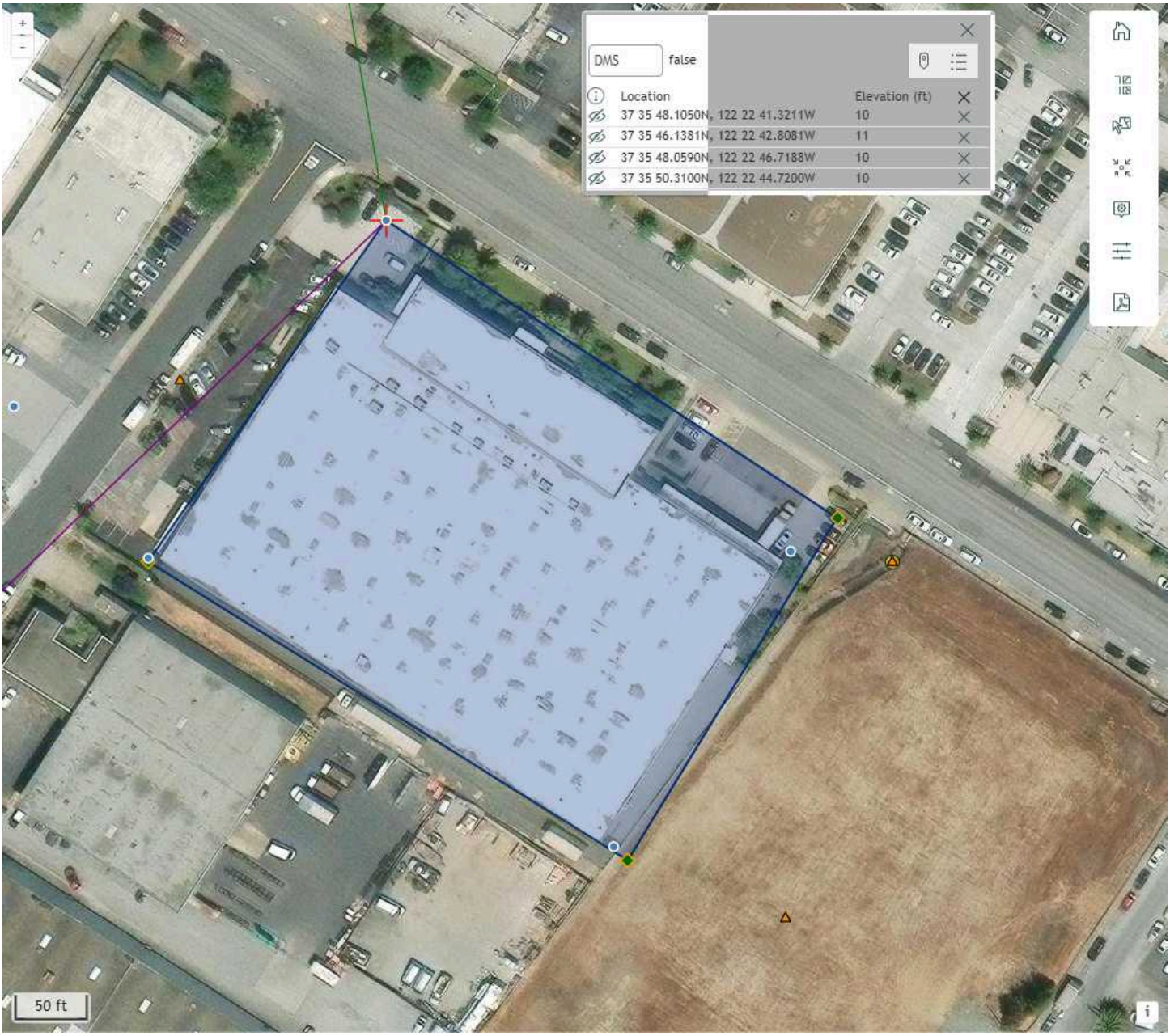
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at 1-817-222-5935, or kenneth.patterson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2026-AWP-7934-OE.

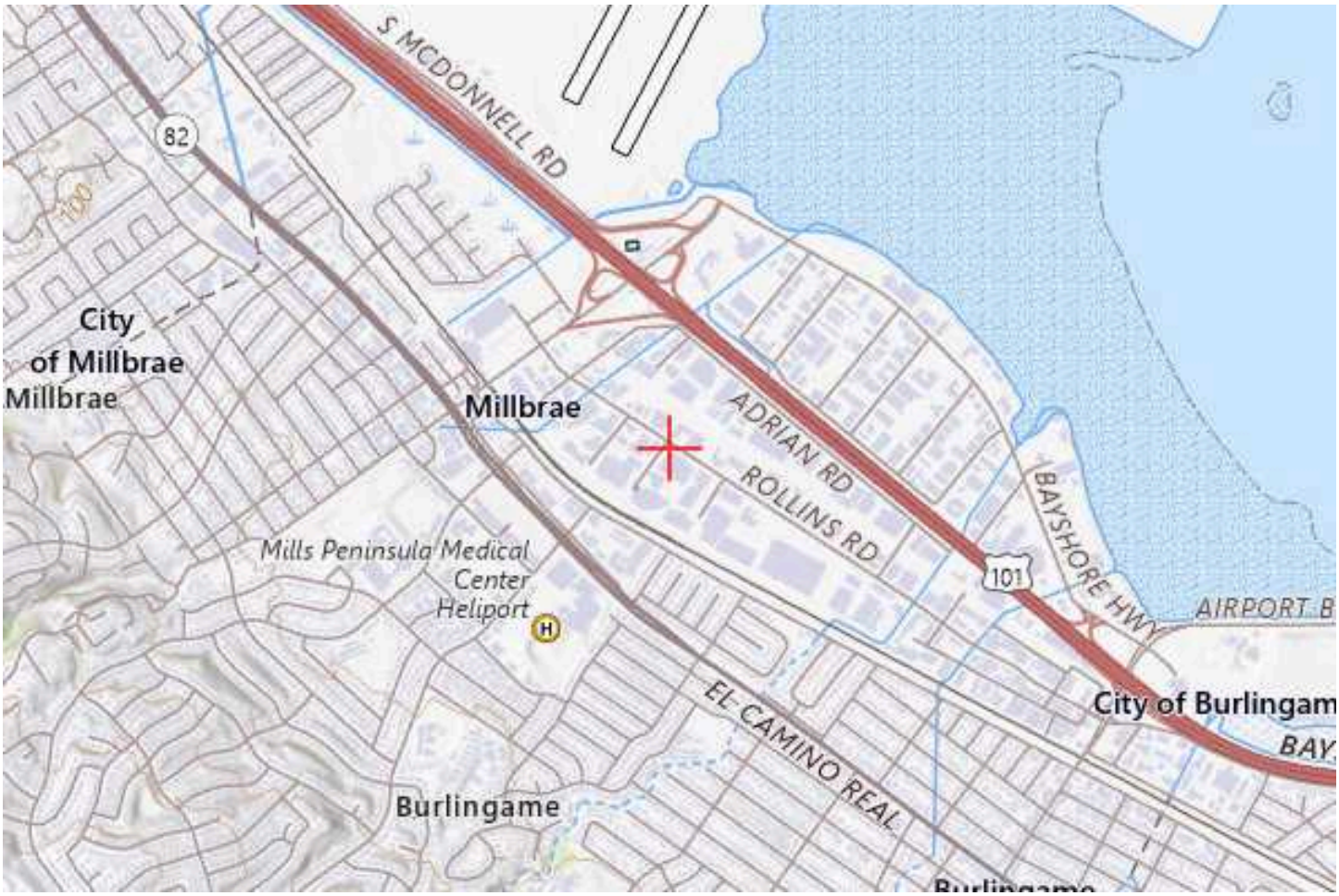
Signature Control No: 702123374-718728276 (DNE)
Ken Patterson
Specialist

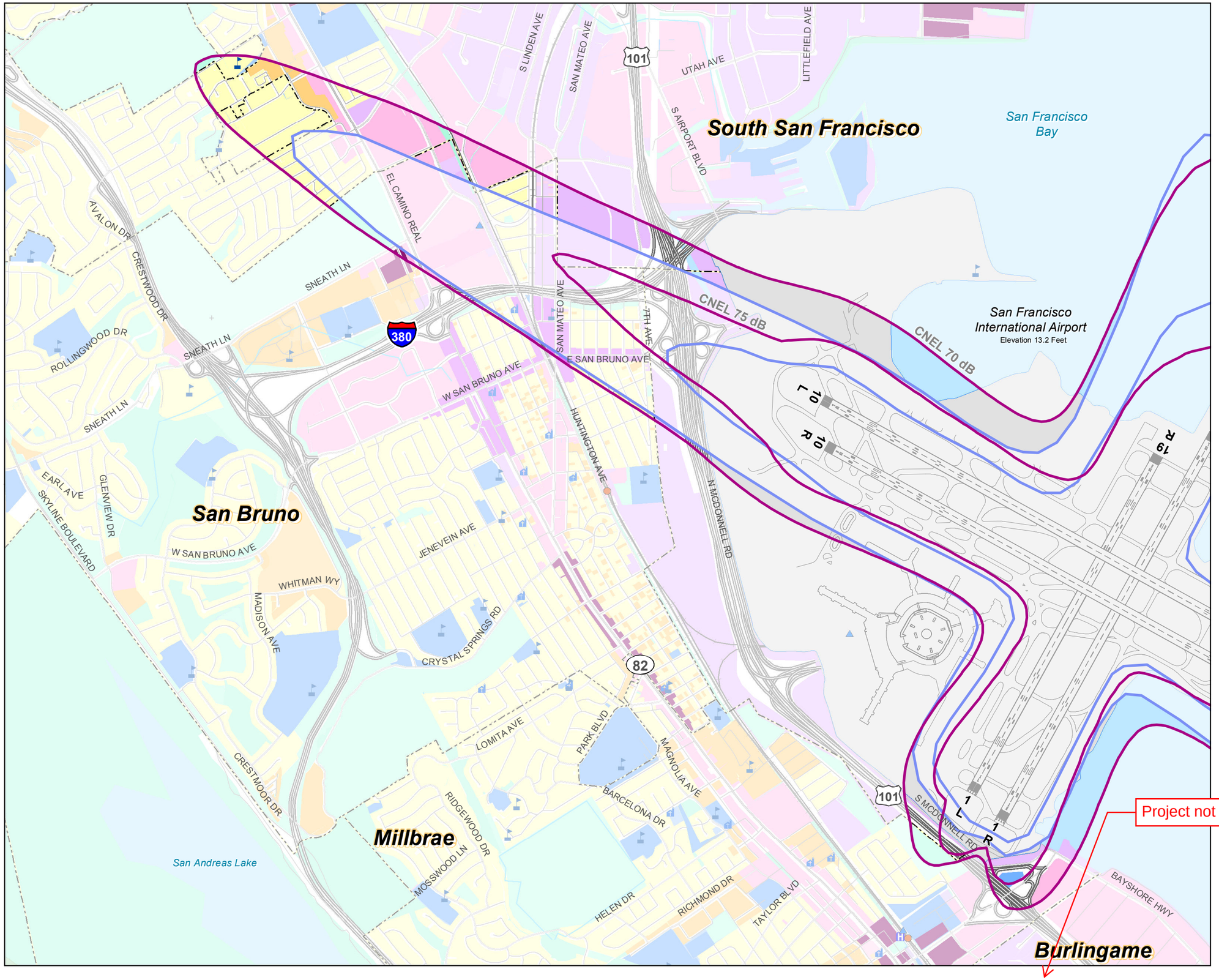
Attachment(s)
Map(s)

Verified Map for ASN 2026-AWP-7934-OE



TOPO Map for ASN 2026-AWP-7934-OE





LEGEND

- Updated Noise Compatibility Zone Boundary Forecast 2020
- 1996 CLUP Noise Compatibility Zone Boundary Forecast 2006 NEM
- Airport Property
- BART Station
- CALTRAIN Station
- School
- Place of Worship
- Hospital
- Municipal Boundary
- Railroad
- Freeway
- Road

Planned Land Use Per General Plans:

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

Sources:

2020 Noise Contours:
- Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport. URS Corporation and BridgeNet International, June 2011

2006 Noise Contours:
- San Francisco International Airport, Noise Exposure Map Update, September 17, 2001

County Base Maps:
- San Mateo County Planning & Building Department, 2007

Local Plans:
- Burlingame Bayfront Specific Area Plan, August 2006
- Burlingame Downtown Specific Plan, January 2009
- Burlingame General Map, September 1984
- North Burlingame/ Rollins Road Specific Plan, February 2007
- Colma Municipal Code Zoning Maps, December 2003
- Daly City General Plan Land Use Map, 1987
- Hillsborough General Plan, March 2005
- Millbrae Land Use Plan, November 1998
- Pacifica General Plan, August 1996
- San Bruno General Plan, December 2008
- San Mateo City Land Use Plan, March 2007
- San Mateo County Zoning Map, 1992
- South San Francisco General Plan, 1998

NORTH

0 0.075 0.15 0.3 Miles

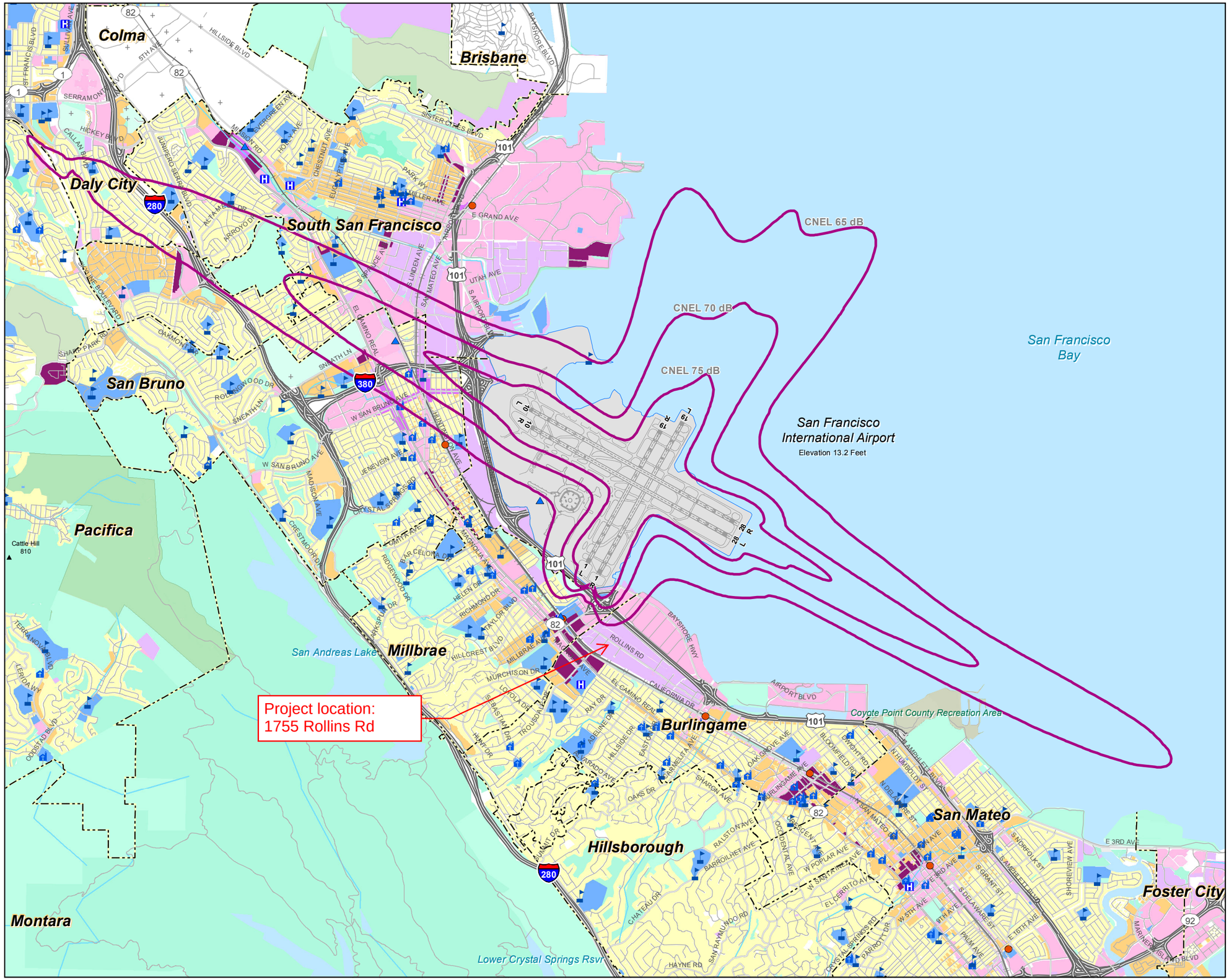
Exhibit III-1

AREA AFFECTED BY UPDATED CNEL 70 dB CONTOUR

Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport

C/CAG

City/County Association of Governments
of San Mateo County, California



LEGEND

- CNEL Contour, 2020 Forecast
- Airport Property
- BART Station
- CALTRAIN Station
- School
- Place of Worship
- Hospital
- Municipal Boundary
- Railroad
- Freeway
- Road

Planned Land Use Per General Plans:

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

Sources:

Noise Contour Data:
- Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport. URS Corporation and BridgeNet International, June 2011

County Base Maps:
- San Mateo County Planning & Building Department, 2007

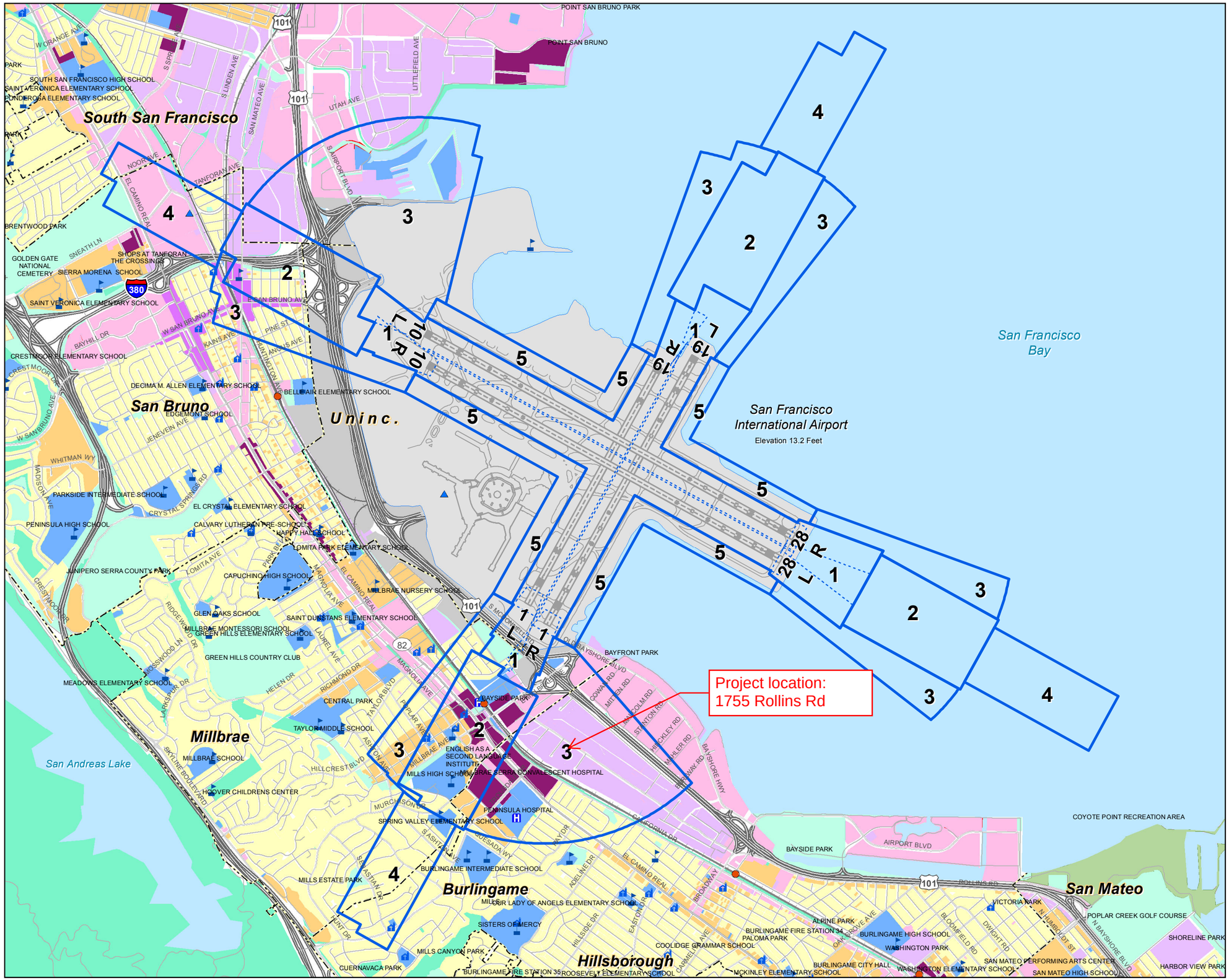
Local Plans:
- Burlingame Bayfront Specific Area Plan, August 2006
- Burlingame Downtown Specific Plan, January 2009
- Burlingame General Map, September 1984
- North Burlingame/ Rollins Road Specific Plan, February 2007
- Colma Municipal Code Zoning Maps, December 2003
- Daly City General Plan Land Use Map, 1987
- Hillsborough General Plan, March 2005
- Millbrae Land Use Plan, November 1998
- Pacifica General Plan, August 1996
- San Bruno General Plan, December 2008
- San Mateo City Land Use Plan, March 2007
- San Mateo County Zoning Map, 1992
- South San Francisco General Plan, 1998

NORTH

0 0.275 0.55 1.1 Miles

Exhibit IV-5
NOISE COMPATIBILITY ZONES
Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport

C/CAG
City/County Association of Governments
of San Mateo County, California



LEGEND

Safety Compatibility Zones

- 1 - Runway Protection Zone-Object Free Area
- 2 - Inner Approach/Departure Zone
- 3 - Inner Turning Zone
- 4 - Outer Approach/Departure Zone
- 5 - Sideline Zonee

Internal boundaries of ALP-defined areas

Airport Property

BART Station
CALTRAIN Station
School
Place of Worship
Hospital
Municipal Boundary
Railroad
Freeway
Road

Planned Land Use Per General Plans:

Public
Multi-Family Residential
Single Family Residential
Mixed Use
Transit Oriented Development
Commercial
Industrial, Transportation, and Utilities
Local Park, Golf Course, Cemetery
Regional Park or Recreation Area
Open Space
Planned use not mapped

Sources:

Safety Compatibility Zones:
- Jacobs Consultancy Team, 2009; Ricondo & Associates, Inc., 2011

County Base Maps:
- San Mateo County Planning & Building Department, 2007

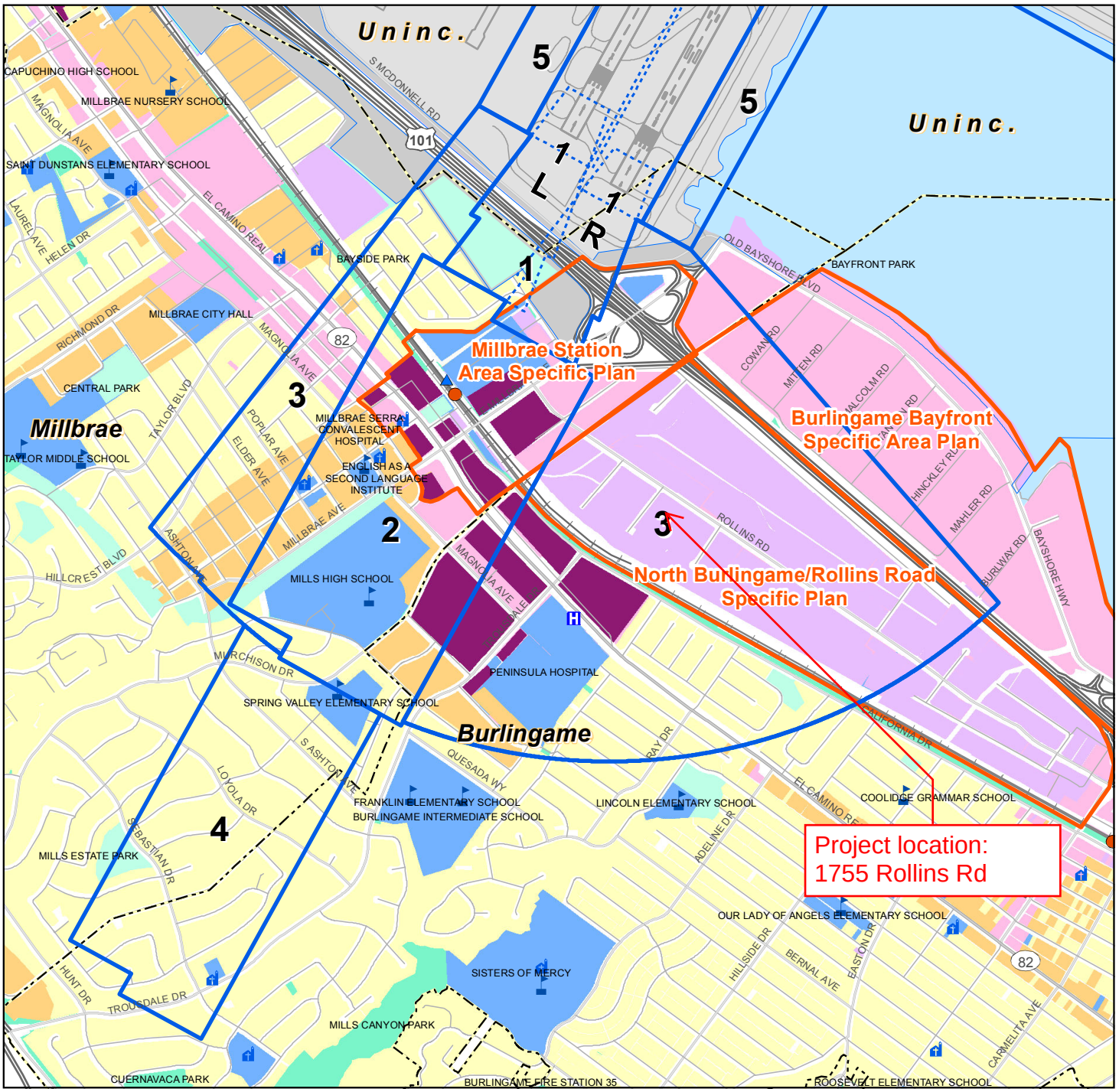
Local Plans:
- Burlingame Bayfront Specific Area Plan, August 2006
- Burlingame Downtown Specific Plan, January 2009
- Burlingame General Map, September 1984
- North Burlingame/ Rollins Road Specific Plan, February 2007
- Colma Municipal Code Zoning Maps, December 2003
- Daly City General Plan Land Use Map, 1987
- Hillsborough General Plan, March 2005
- Millbrae Land Use Plan, November 1998
- Pacifica General Plan, August 1996
- San Bruno General Plan, December 2008
- San Mateo City Land Use Plan, March 2007
- San Mateo County Zoning Map, 1992
- South San Francisco General Plan, 1998

NORTH

0 0.125 0.25 0.5 Miles

Exhibit IV-7
SAFETY COMPATIBILITY ZONES
Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport

C/CAG
City/County Association of Governments
of San Mateo County, California



LEGEND

Safety Compatibility Zones

- 1 - Runway Protection Zone-Object Free Area
- 2 - Inner Approach/Departure Zone
- 3 - Inner Turning Zone
- 4 - Outer Approach/Departure Zone
- 5 - Sideline Zones
- Internal boundaries of ALP-defined areas
- Specific Plan Area
- Airport Property
- BART Station
- CALTRAIN Station
- School
- Place of Worship
- Hospital
- Municipal Boundary
- Railroad
- Freeway
- Major Road
- Road

Planned Land Use Per General Plans

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space

NORTH

0 0.125 0.25 0.5 Miles

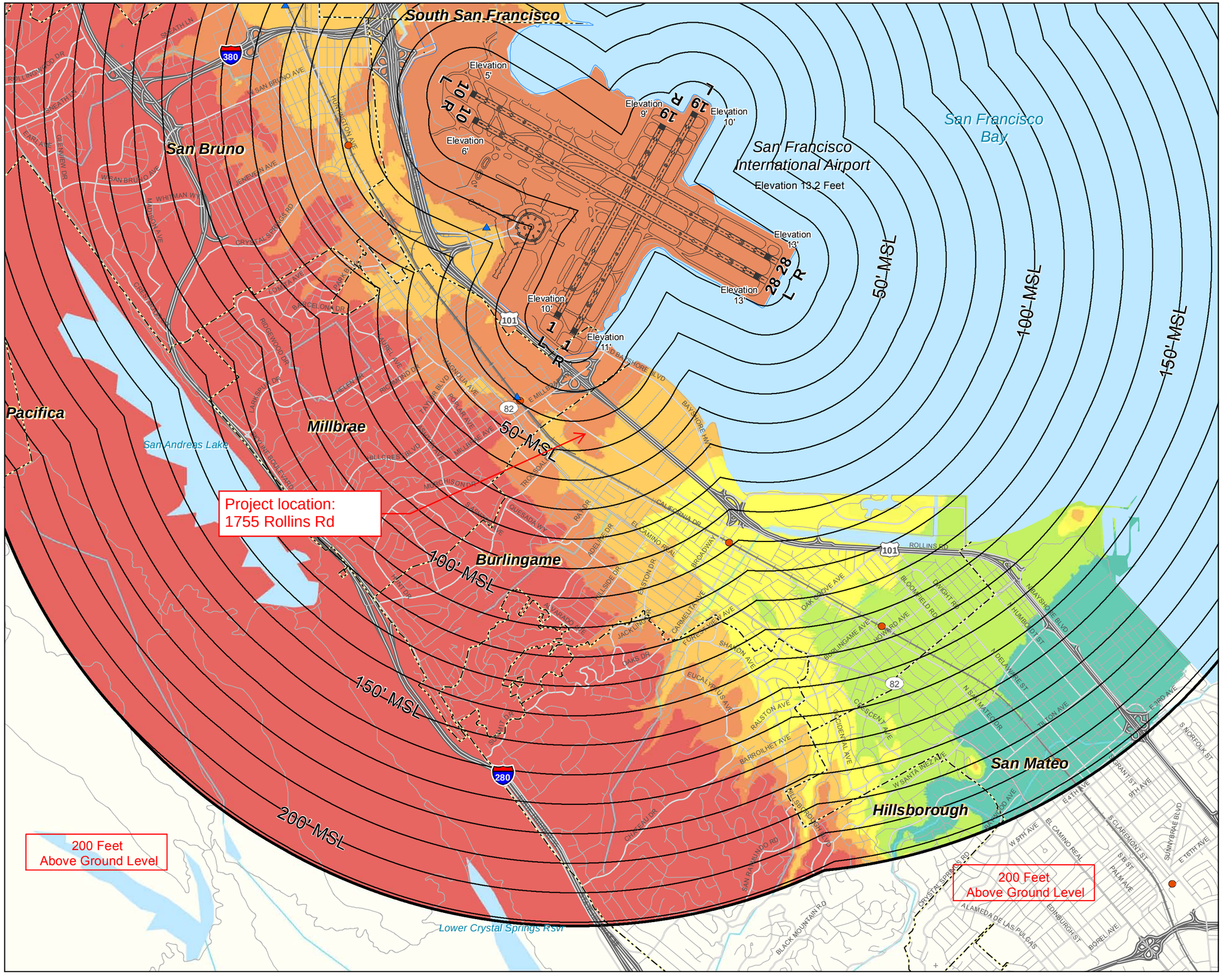
Sources:

Local Plans:
- San Bruno General Plan, December 2008
- South San Francisco General Plan, 1998

ExhibitIV-9

SAFETY COMPATIBILITY ZONES
IN THE CITIES OF BURLINGAME AND MILLBRAE
Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport

C/CAG
City/County Association of Governments
of San Mateo County, California



FAA NOTIFICATION REQUIREMENTS

A structure proponent must file FAA Form 7460-1, Notice of Proposed Construction or Alteration, for any proposed construction or alteration that meets any of the following Notification Criteria described in 14 CFR Part 77.9:

§77.9(a) - A height more than 200 feet above ground level (AGL) at its site;

§77.9(b) - Within 20,000 feet of a runway more than 3,200 feet in length, and exceeding a 100:1 slope imaginary surface (i.e., a surface rising 1 foot vertically for every 100 feet horizontally) from the nearest point of the nearest runway. The 100:1 surface is shown as follows:

20,000 Feet Limit From Nearest Runway

~~100~~ Elevation Above Mean Sea Level

Heights of 100:1 Surface Above Ground (AGL)

- Terrain Penetrations of Airspace Surface
- Less than 30
- 30-65
- 65-100
- 100-150
- 150-200
- 200 and more

§77.9(c) - Roadways, railroads, and waterways are evaluated based on heights above surface providing for vehicles; by specified amounts or by the height of the highest mobile object normally traversing the transportation corridor;

§77.9(d) - Any construction or alteration on any public-use or military airport (or heliport).

Structure proponents or their representatives may file via traditional paper forms via US mail, or online at the FAA's OE/AAA website, http://oeaaa.faa.gov

LEGEND

- BART Station
- CALTRAIN Station
- Municipal Boundary
- Railroad
- Freeway
- Road

Note:

Per 14 CFR Part 77, developers proposing structures taller than the indicated elevations must file Form 7460-1 with the FAA at least 30 days before the proposed construction. However, due to local requirements for a favorable FAA determination as a contingency for project approval, it is advisable to file the Form 7460-1 as soon as possible because the FAA can take several months to undertake aeronautical reviews.

Source:

Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR Part 77, Subpart B, Section 77.9.

NORTH

0 0.15 0.3 0.6 Miles

Exhibit IV-12
FAA NOTIFICATION FORM 7460-1
FILING REQUIREMENTS -- SOUTH SIDE
Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport

C/CAG
City/County Association of Governments
of San Mateo County, California

South San Francisco

San Bruno

Millbrae

Burlingame

San Mateo

Hillsborough

San Francisco Bay

San Francisco International Airport
Elevation 13.2 Feet

San Andreas Lake

10L = 5.4' MSL

10R = 5.9' MSL

19R = 8.8' MSL

19L = 10.0' MSL

28R = 13.1' MSL

28L = 12.7' MSL

1L = 10.3' MSL

1R = 11.3' MSL

Horizontal Surface
163.2' MSL

Project location:
1755 Rollins Rd

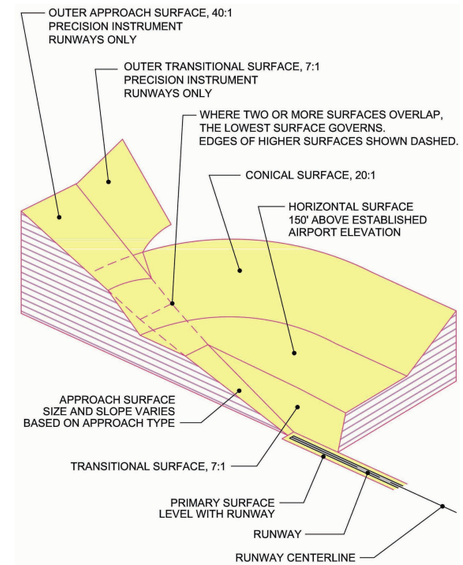
163.2' MSL
200' MSL
250' MSL
300' MSL
350' MSL
363.2' MSL
100' MSL
150' MSL
50' MSL

W SAN BRUNO AVE
EL CAMINO REAL
JENEVEIN AVE
WHITMAN WY
MADISON AVE
CRYSTAL SPRINGS RD
LOMITA AVE
BARCELONA DR
PARK BLVD
MAGNOLIA AVE
RIDGEWOOD DR
MOSSWOOD LN
LAUREL HELEN DR
HELEN DR
RICHMOND DR
LARKSPUR DR
SKYLINE BOULEVARD
TAYLOR BLVD
POPLAR AVE
ASHTON AVE
MILLBRAE AVE
HILLCREST BLVD
MURCHISON DR
TROUSDALE DR
S ASHTON AVE
LOYOLA DR
SEBASTIAN DR
QUESADA WY
RAY DR
ADELINE DR
HILLSIDE DR
BERNAL AVE
EASTON DR
CALIFORNIA DR
BROADWAY
AIRPORT BLVD
BAYSHORE HWY
ROLLINS RD
OAK GROVE AVE
BLOOMFIELD RD
DWIGHT RD
PENINSULA AVE
N BAYSHORE BLVD
N JAMBOREE ST
ALVARADO AVE
JACKSON DR
CARMELITA AVE
FOREST VIEW AVE
EL CAMINO REAL
SHARON PARK DR
ALORIBUNDA AVE
BURLINGAME AVE
HOWARD AVE
OAKDALE RDAHS DR
EUCALYPTUS AVE
BELLAVISTA DR
SPRUANCE DR
HILLSBOROUGH BLVD
BARROILHET AVE
OCCIDENTAL AVE
CRESCENT AVE
W POPLAR AVE
W SANTA INEZ AVE
STATE HIGHWAY 82
N SAN MATEO DR
N DELAWARE ST
TILTON AVE
E 3RD AVE

LEGEND

- 14 CFR Part 77 Civil Airport Imaginary Surfaces
- 100' MSL — Elevation Contour, feet AMSL
- BART Stations
- CALTRAIN Stations
- Regional Park or Recreation Area
- Municipal Boundary
- Railroads
- Freeways
- Roads

Isometric Drawing of 14 CFR Part 77, Section 77.19 Civil Airport Imaginary Surfaces



Sources:

14 CFR Part 77 Surfaces: City and County of San Francisco, Ricondo & Associates, Inc., 2010

NORTH

0 0.125 0.25 0.5 Miles

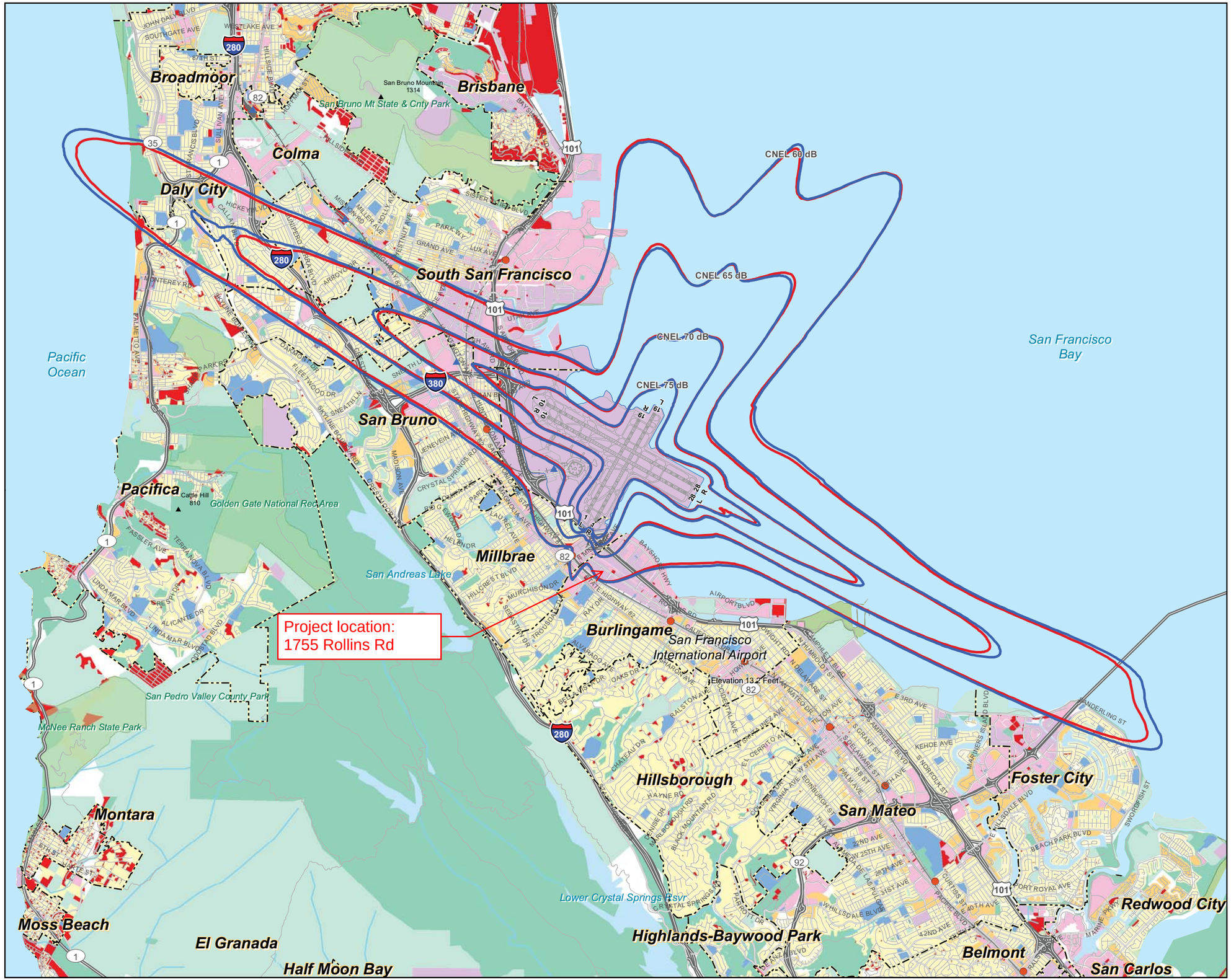
Exhibit IV-15

14 CFR PART 77 AIRPORT IMAGINARY SURFACES -- SOUTH SIDE

Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport

C/CAG

City/County Association of Governments
of San Mateo County, California



LEGEND

- Forecast 2020 CNEL Contours
- Forecast 2015 CNEL Contours
- Airport Property
- BART Stations
- CALTRAIN Stations
- Municipal Boundary
- Railroads
- Freeways
- Roads

Generalized Existing Land Use - 2007:

- Vacant
- Public
- Multi-Family Residential
- Single Family Residential
- Mixed use
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space

Sources:

Noise Contour Data:
- Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport. URS Corporation and BridgeNet International, June 2011

County Base Maps:
- San Mateo County Planning & Building Department, 2007

Prepared by: Ricondo & Associates, Inc. 2011.

NORTH

0 0.3 0.6 1.2 Miles

Figure D-3
FORECAST 2015 AND 2020 NOISE EXPOSURE
Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport

C/CAG
City/County Association of Governments
of San Mateo County, California

CHAPTER 25.24
COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN CONSISTENCY

§ 25.24.010. Purpose.

This chapter establishes the standards and requirements related to consistency with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). The following requirements shall be incorporated into all applicable projects.
(Ord. 2000, 2021; Ord. 2046, 3/2/2026)

§ 25.24.020. Airport Disclosure Notices.

All new development is required to comply with the real estate disclosure requirements of State law. The following statement must be included in the notice of intention to offer the property for sale:

"Notice of Airport in Vicinity

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you."

(Ord. 2000, 2021; Ord. 2046, 3/2/2026)

§ 25.24.030. Airport Noise Evaluation and Mitigation.

All projects shall comply with the Noise Compatibility Policies of the ALUCP. Uses shall be reviewed per the Noise/Land Use Compatibility Criteria listed in Table IV-1 of the ALUCP. Project applicants shall be required to evaluate potential airport noise impacts if the project is located within the 65 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport). All projects shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the Airport Land Use Compatibility Plan or Burlingame General Plan, whichever is more restrictive.
(Ord. 2000, 2021; Ord. 2046, 3/2/2026)

§ 25.24.040. Avigation Easement.

Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the Airport Land Use Compatibility Plan) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a

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building permit(s) for any proposed buildings or structures, consistent with Airport Land Use Compatibility Plan Policy NP-3 Grant of Avigation Easement.
(Ord. 2000, 2021; Ord. 2046, 3/2/2026)

§ 25.24.050. Safety Compatibility Evaluation.

All uses must comply with Safety Compatibility Policies of the ALUCP. Project applicants shall be required to evaluate potential safety issues if the property is located within any of the Safety Compatibility Zones established in ALUCP Policy SP-1 and depicted in Exhibit IV-8 of the ALUCP. All projects located within a Safety Compatibility Zone shall be required to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP Policy SP-2 and listed in Table IV-2 of the ALUCP.
(Ord. 2046, 3/2/2026)

§ 25.24.060. Airspace Protection Evaluation.

All projects shall comply with the Airspace Protection Policies of the ALUCP.

A. Notice of Proposed Construction or Alteration. Project applicants shall be required to file Form 7460-1, Notice of Proposed Construction or Alteration, with the Federal Aviation Administration (FAA) for any proposed new structure and/or alterations to existing structures (including ancillary antennae, mechanical equipment, and other appurtenances) that would exceed the FAA notification heights as depicted in ALUCP Exhibit IV-12. Any project that would exceed the FAA notification heights shall submit a copy of the findings of the FAA's aeronautical study, or evidence demonstrating exemption from having to file FAA Form 7460-1, as part of the development permit application.

B. Maximum Compatible Building Height. All projects shall comply with the maximum building height requirements noted in ALUCP Policy AP-3 and depicted in Exhibit IV-18 of the ALUCP. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height. Maximum building height includes all parapets, elevator overruns, stair towers, antennae, etc.

C. Other Flight Hazards. Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per SFO ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

    1. Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight.

    2. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.

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3. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of an aircraft in flight.

4. Sources of electrical/electronic interference with aircraft communications/ navigation equipment.

5. Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, Waste Disposal Site On or Near Airports and FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports, and any successor or replacement orders or advisory circulars.

(Ord. 2046, 3/2/2026)

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"Notice of Airport in Vicinity

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(Ord. 2000, 2021; Ord. 2046, 3/2/2026)

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(Ord. 2000, 2021; Ord. 2046, 3/2/2026)

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Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the Airport Land Use Compatibility Plan) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a

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building permit(s) for any proposed buildings or structures, consistent with Airport Land Use Compatibility Plan Policy NP-3 Grant of Avigation Easement.
(Ord. 2000, 2021; Ord. 2046, 3/2/2026)

§ 25.24.050. Safety Compatibility Evaluation.

All uses must comply with Safety Compatibility Policies of the ALUCP. Project applicants shall be required to evaluate potential safety issues if the property is located within any of the Safety Compatibility Zones established in ALUCP Policy SP-1 and depicted in Exhibit IV-8 of the ALUCP. All projects located within a Safety Compatibility Zone shall be required to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP Policy SP-2 and listed in Table IV-2 of the ALUCP.
(Ord. 2046, 3/2/2026)

§ 25.24.060. Airspace Protection Evaluation.

All projects shall comply with the Airspace Protection Policies of the ALUCP.

A. Notice of Proposed Construction or Alteration. Project applicants shall be required to file Form 7460-1, Notice of Proposed Construction or Alteration, with the Federal Aviation Administration (FAA) for any proposed new structure and/or alterations to existing structures (including ancillary antennae, mechanical equipment, and other appurtenances) that would exceed the FAA notification heights as depicted in ALUCP Exhibit IV-12. Any project that would exceed the FAA notification heights shall submit a copy of the findings of the FAA's aeronautical study, or evidence demonstrating exemption from having to file FAA Form 7460-1, as part of the development permit application.

B. Maximum Compatible Building Height. All projects shall comply with the maximum building height requirements noted in ALUCP Policy AP-3 and depicted in Exhibit IV-18 of the ALUCP. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height. Maximum building height includes all parapets, elevator overruns, stair towers, antennae, etc.

C. Other Flight Hazards. Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per SFO ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

    1. Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight.

    2. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.

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3. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of an aircraft in flight.

4. Sources of electrical/electronic interference with aircraft communications/ navigation equipment.

5. Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, Waste Disposal Site On or Near Airports and FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports, and any successor or replacement orders or advisory circulars.

(Ord. 2046, 3/2/2026)

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C/CAG STAFF MEMORANDUM

Date: October 22, 2026

To: Airport Land Use Committee

From: C/CAG Executive Director

Subject: Half Moon Bay Airport Land Use Compatibility Plan Consistency Review - Private personal training and small-group strength and conditioning operation at 323 Princeton Ave, San Mateo County (APN 047-023-420).

(For further information please contact Marina Budimir, mbudimir@smcgov.org.)

RECOMMENDATION

That the Airport Land Use Committee (ALUC) determine that the proposed private personal training and small-group strength and conditioning operation at 323 Princeton Avenue, San Mateo County is consistent with the applicable airport/land use policies and criteria contained in the Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport (HAF ALUCP), subject to the following condition:

- Based on the maximum calculated occupancy of approximately 9.6 persons, no more than nine persons shall occupy the site at any one time.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/ PROJECT DESCRIPTION

San Mateo County has referred a New Business Zoning Conformance Review application (Exhibit 1), requesting that C/CAG render a Land Use Compatibility Determination for a proposed personal training and small-group strength and conditioning operation at 323 Princeton Avenue adjacent to the Half Moon Bay Airport.

The parcel is approximately 7,000 sq. ft. in area (0.1607 acres). Zoning on the property is CCR/DR/CD (Coastside Commercial Recreation). County Planning staff has indicated that the use could be included among “Other Compatible Uses” per SMC Zoning Code § 8.82.030.M, which specifies uses not specifically listed as permitted may be allowed when the Director determines they are compatible with the zone’s purpose and allowed uses. County staff added on the application that, “The project would be introducing a new use in the IADZ zone. The airport land use compatibility plan shows that recreational uses are not a compatible use in the IADZ Zone. The applicant must confirm with the Airport Land Use Commission that this use would be permitted.”

The Cove employs a total of four (4) personnel. Under normal operations, only one employee is on-site at a time to conduct scheduled group training sessions. On occasion, additional employees may be present when conducting private one-on-one personal training sessions. In those circumstances, a maximum of three employees may be onsite simultaneously, each working with a single private client. The application proposes a maximum occupancy of ten (10) persons on-site. The maximum occupancy limitation is maintained through scheduled appointments, limited class sizes, and staggered session start times. Group training times have been intentionally staggered throughout the day to minimize overlap between arriving and departing clients, reduce parking demand, and maintain low occupancy levels on the property.

DISCUSSION

ALUCP CONSISTENCY EVALUATION

The HAF ALUCP contains compatibility policies and criteria addressing three issues relevant to this referral: (a) aircraft noise compatibility; (b) safety compatibility; and (c) height of structures/airspace protection. The following sections address each.

Aircraft Noise Compatibility

The 65 dB Community Noise Equivalent Level (CNEL) aircraft noise contour defines the threshold for airport noise impacts established in the HAF ALUCP. The subject property lies entirely outside this contour and is therefore determined to be consistent with the ALUCP noise policies and criteria.

Safety Compatibility

The parcel is located in the Princeton area at the south end of Half Moon Bay Airport, within Safety Zone 2, which is the Inner Approach/Departure Zone (IADZ). The ALUCP describes Zone 2 as the area along the extended runway approach/departure path where aircraft are typically only 200–400 feet above runway elevation and it classifies the accident risk as high.

The ALUCP's Princeton Policy Areas map specifically maps Princeton Avenue and the surrounding parcels and establishes special rules for calculating density/intensity within Princeton's Safety Zone 2.

Table 4B (Safety Criteria Matrix) indicates that the maximum non-residential intensity permitted in the IADZ zone is 60 persons per acre and specifies that the intensity calculation includes the maximum number of employees, customers, visitors, etc. who may be on the site at one time, whether indoors or outdoors.

Applied directly to this 0.1607-acre parcel, the maximum calculated occupancy equals approximately 9.6 persons, effectively no more than 9 persons if the standard cannot be exceeded (0.1607 acres × 60 persons/acre = 9.642 persons).

Height of Structures/Airspace Protection

The purpose of ALUCP airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazardous obstructions to navigable airspace do not occur. The subject application proposes to occupy a portion of an existing 3,795 sq. ft. single-story structure – no new construction or renovation is proposed. The structure is below Part 77 airspace surfaces as mapped in Exhibits 2H and 4D of the ALUCP and is therefore determined to be consistent with the ALUCP Airspace Protection policies and criteria.

Other Flight Hazards

Within the Airport Influence Area, certain land use characteristics are recognized as hazards to air navigation and as stated in Subsection 4.2.3.4 of the HAF ALUCP, must be evaluated for compatibility with FAA rules and regulations. These characteristics include:

- Sources of glare, such as highly reflective buildings, building features, or bright lights including search lights or laser displays that would interfere with the vision of a pilot in command of an aircraft in flight;
- Distracting lights that could be mistaken for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting;
- Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of an aircraft in flight;
- Sources of electrical/electronic interference with aircraft communications/navigation equipment; or
- Any use that creates an increased attraction for wildlife, particularly large flocks of birds, inconsistent with FAA rules and regulations, including FAA Order 5200.5A and FAA Advisory Circular 150/5200-33B and any successor or replacement orders or circulars.

The project site is located within the approach zone of the Half Moon Bay Airport and constitutes a non-residential use occupying an existing structure. The use will not generate any of the characteristics that generate flight hazards and is determined to be consistent with the HAF ALUCP Other Flight Hazards policies and criteria.

EQUITY IMPACTS AND CONSIDERATIONS

The C/CAG Board of Directors is the designated Airport Land Use Commission for San Mateo County, mandated by State law to develop and administer ALUCPs for each airport in its jurisdiction. The overall purpose of ALUCP policies and procedures, and the companion ALUCP consistency review process, is to minimize the public's exposure to excessive noise and safety hazards while providing for the orderly expansion of airports. This planning effort applies to all areas located within the Airport Influence Area (AIA).

ATTACHMENTS

1. Application materials and project description
2. HAF ALUCP Exhibit 4B– 2032 Noise Exposure Contours
3. HAF ALUCP Exhibit 4C – Safety Zones
4. HAF ALUCP Exhibit 4D– Part 77 Surfaces
5. HAF Airport Protection Zones (ALUCP Exhibit 2E)

New Business Zoning Conformance Review

COUNTY OF SAN MATEO
Planning & Building Department

This form is for a preliminary review of a proposed use for conformance to zoning. It is important that the description of your proposed business is comprehensive in scope; you may be asked to submit a site plan and/or floor plan to facilitate zoning compliance check.

455 County Center ■ Mail Drop PLN 122
Redwood City, CA 94063
(650) 363-4161 ■ FAX (650) 363-4849
http://planning.smcgov.org/

PROPOSAL (To Be Completed by Applicant)

Name of Applicant/Business Owner: Amanda Watson

Email Address: watson.amanda.leigh@gmail.com Phone Number: 650-942-9194

Name of Business: The Cove Strength & Conditioning LLC

Business Location Address: 323 Princeton Ave, Half Moon Bay, CA 94019 APN:047023420

Description of Existing/Previous Business: Personal training, small group strength training.

Description of Proposed Business:

A personal training and small group training fitness studio. Training personal clients or small groups, focusing on strength training (kettlebells, dumbbells, med balls etc). A place for community members and tourists to get in an amazing workout in!

Hours of operation: 6am-6pm M-F, 1 class on the weekends. Anticipated opening date: June 2026

Number of employees: 2 (myself +1) Delivery on a daily basis: Yes ☐ No ☒

Number of Commercial Vehicles to be parked on-site: None

Are all business activities conducted on-site? If not, please explain: Yes

Does business involve use or storage of hazardous materials? If yes, please explain: No

Applicant/Business Owner Signature: Amanda Watson Date: 3/3/2026

See Reverse

APPLICATION FOR LAND USE CONSISTENCY DETERMINATION
San Mateo County Airport Land Use Commission
C/CAG ALUC

APPLICANT INFORMATION		
Agency: San Mateo County Planning Department		
Project Name: PLANNING CASE NO.: PLN2026-00248		
Address: 323 Princeton Ave.	**APN:** 047 023 420	
City: Half Moon Bay	**State:** CA	**ZIP Code:** 94019
Staff Contact: Olivia Boo	**Phone:**	**Email:** oboo@smcgov.org

PROJECT DESCRIPTION

A small strength training studio would like to move into the building at 323 Princeton Ave. They will offer small group and private strength training. There will be a max of 6 athletes and 1 trainer at a time to comply with the density rule, and the group and private session times are staggered by 15 minutes to allow one group to leave before the next arrives. We will not be doing any construction nor modifying the building in any way. The head of the planning department has already approved the use of the fitness studio in the zone (see attached). Also see attached full business plan for more detail.

REQUIRED PROJECT INFORMATION

For General Plan, Specific Plan or Zoning Amendments and/or Development Projects

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of existing or proposed planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):

   a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.

      - Identify any relevant citations/discussion included in the project addressing compliance with ALUCP noise policies.

   b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.

      - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.

   c) Airspace Protection:
      - Include relevant citations/discussion of allowable heights in relation to the protected airspace, as well as addressment of any land uses that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

The Cove - Detailed Project Description

The Cove is a private personal training and small-group strength and conditioning facility operating from 323 Princeton Ave. The business provides personal training and instructor-led small group fitness sessions focused on strength training, movement quality, general fitness, and wellness. The facility is not operated as a large commercial gym and does not provide open public access, large group classes, organized sports, or high-volume fitness activities.

The building consists of approximately 1,500 square feet and contains the training area, a small office/storage space, and a restroom with a shower. This building is used exclusively for scheduled personal training and small group training sessions. Small group sessions are limited to a maximum of six (6) participants per group training. One coach is present during group training sessions.

The Cove employs a total of four (4) employees. Under normal operations, only one employee is onsite at a time to conduct scheduled group training sessions. On occasion, additional employees may be present when conducting private one-on-one personal training sessions. In those circumstances, a maximum of three employees may be onsite simultaneously, each working with a single private client.

The facility operates by appointment and scheduled group training times only. Hours of operation are 6:00 a.m. to 8:00 p.m.

Group training sessions are scheduled as follows:

Monday–Thursday

- 6:00 a.m. (50-minute express workout)
- 7:10 a.m.
- 9:30 a.m.
- 10:45 a.m.
- 12:00 p.m.
- 5:45 p.m.
- 7:00 p.m.

Friday

- 6:00 a.m. (50-minute express workout)
- 7:10 a.m.
- 9:30 a.m.
- 10:45 a.m.
- 12:00 p.m.

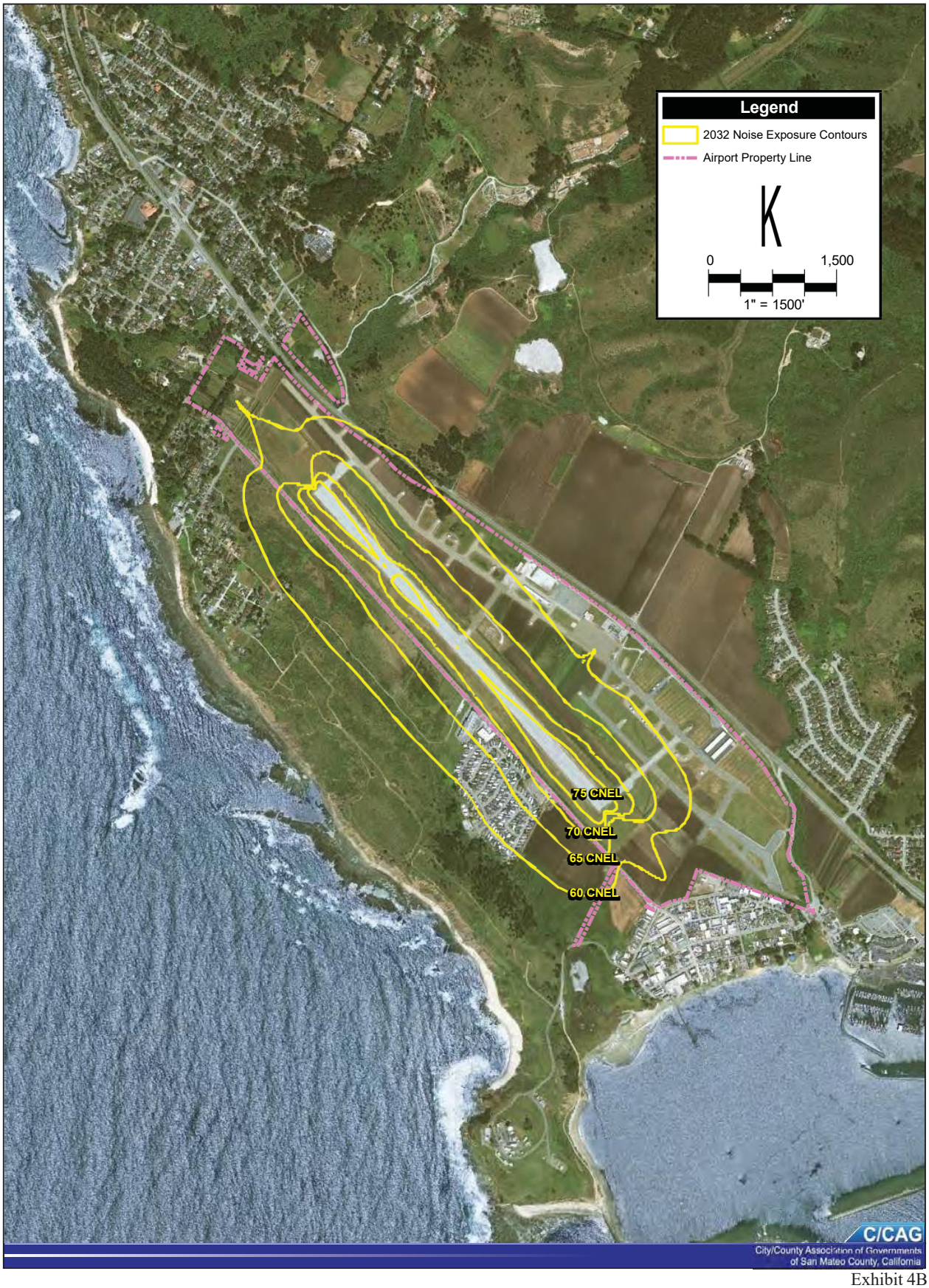
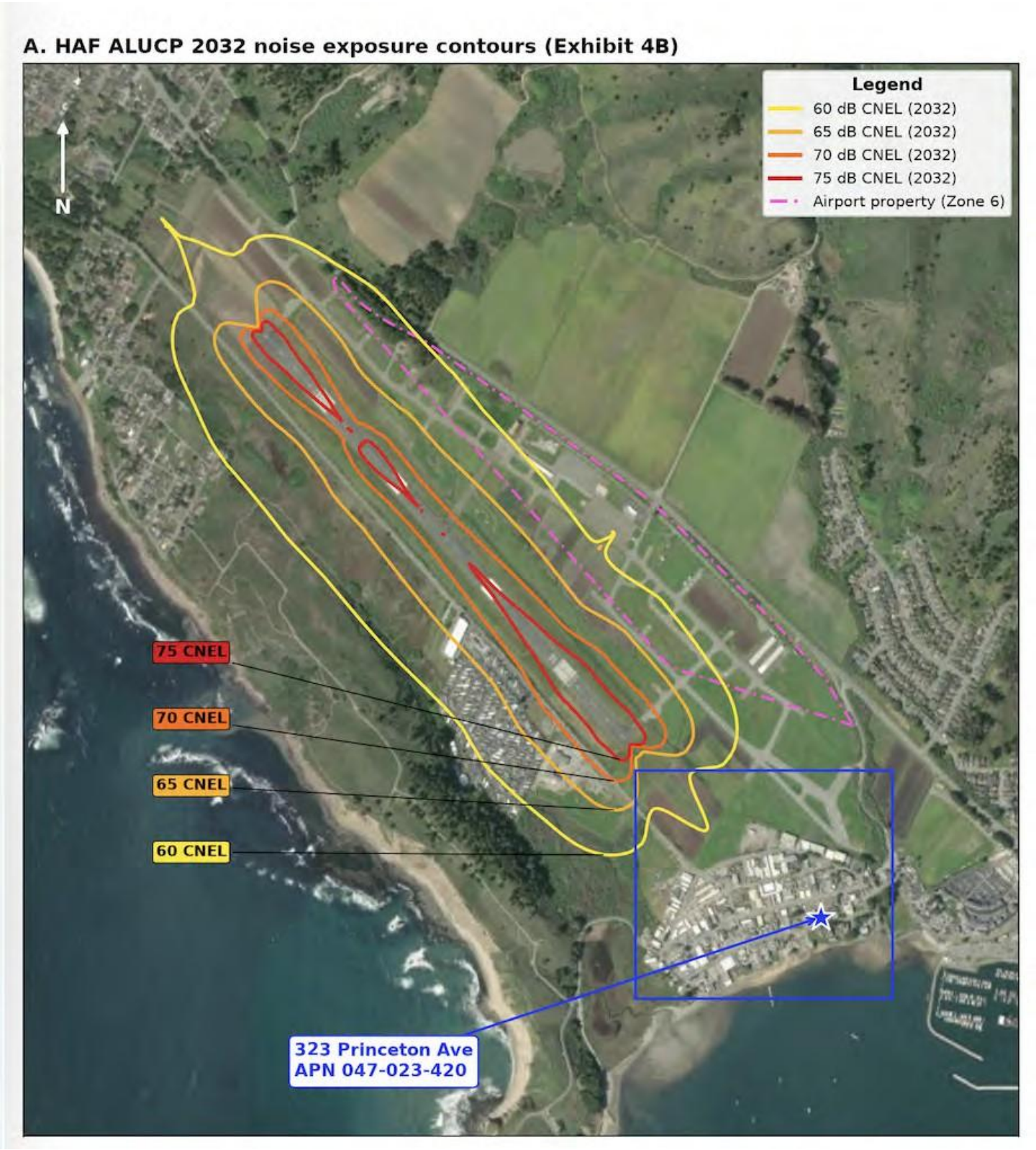


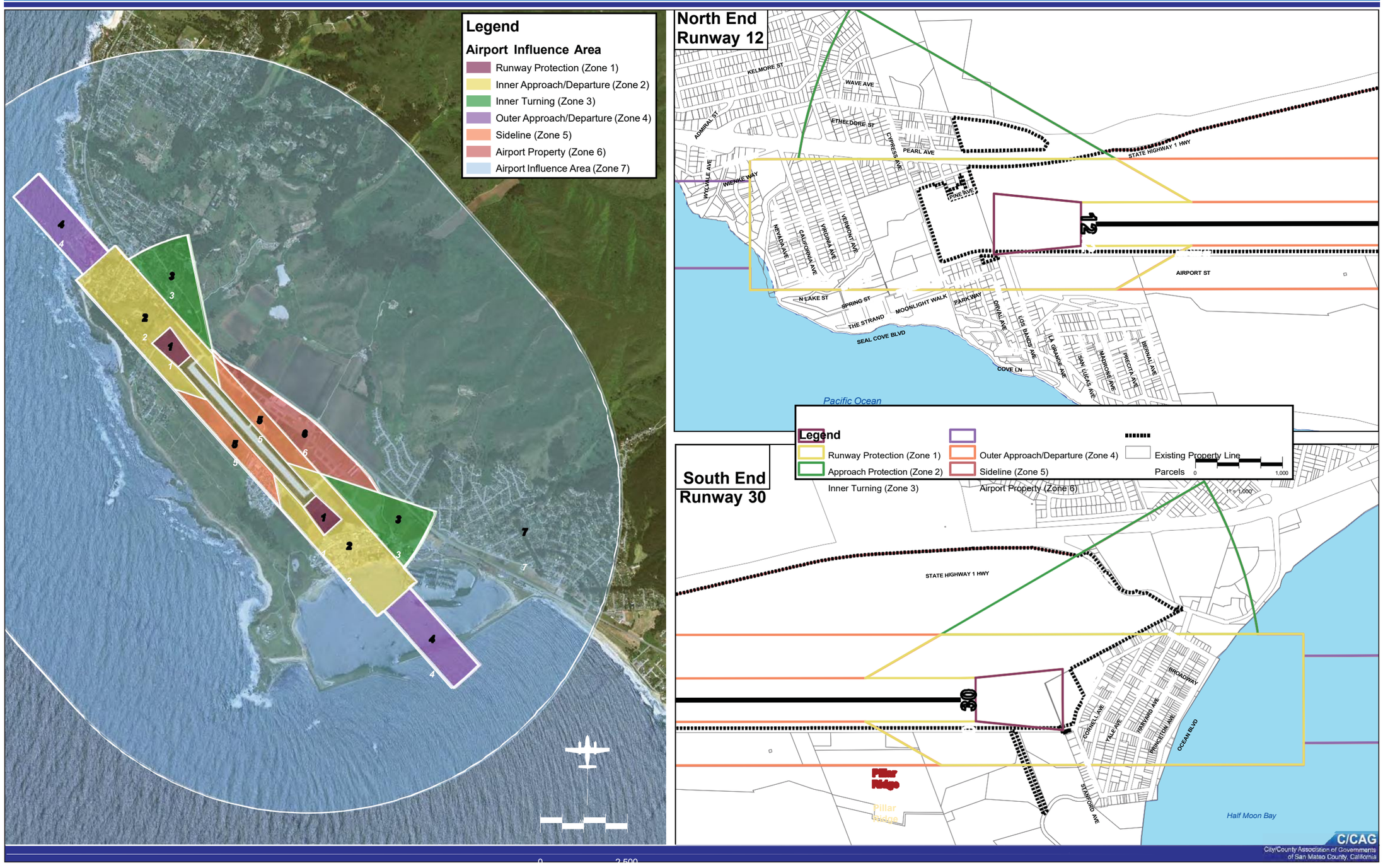
Exhibit 4B
2032 NOISE EXPOSURE CONTOURS

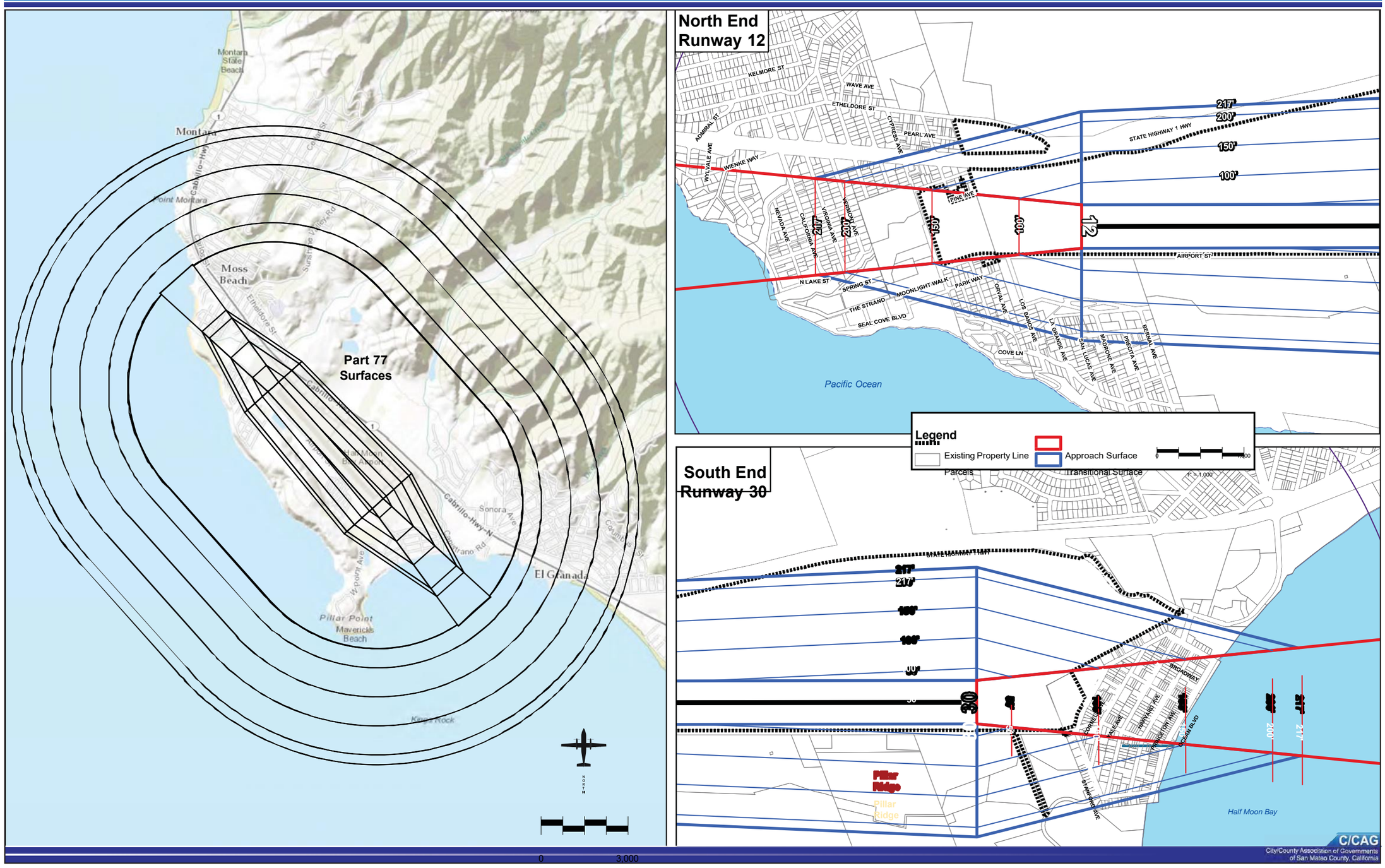
HAF ALUCP Exhibit 4B – 2032 Noise Exposure Contours



B. Parcel detail – 323 Princeton Ave (APN 047-023-420)

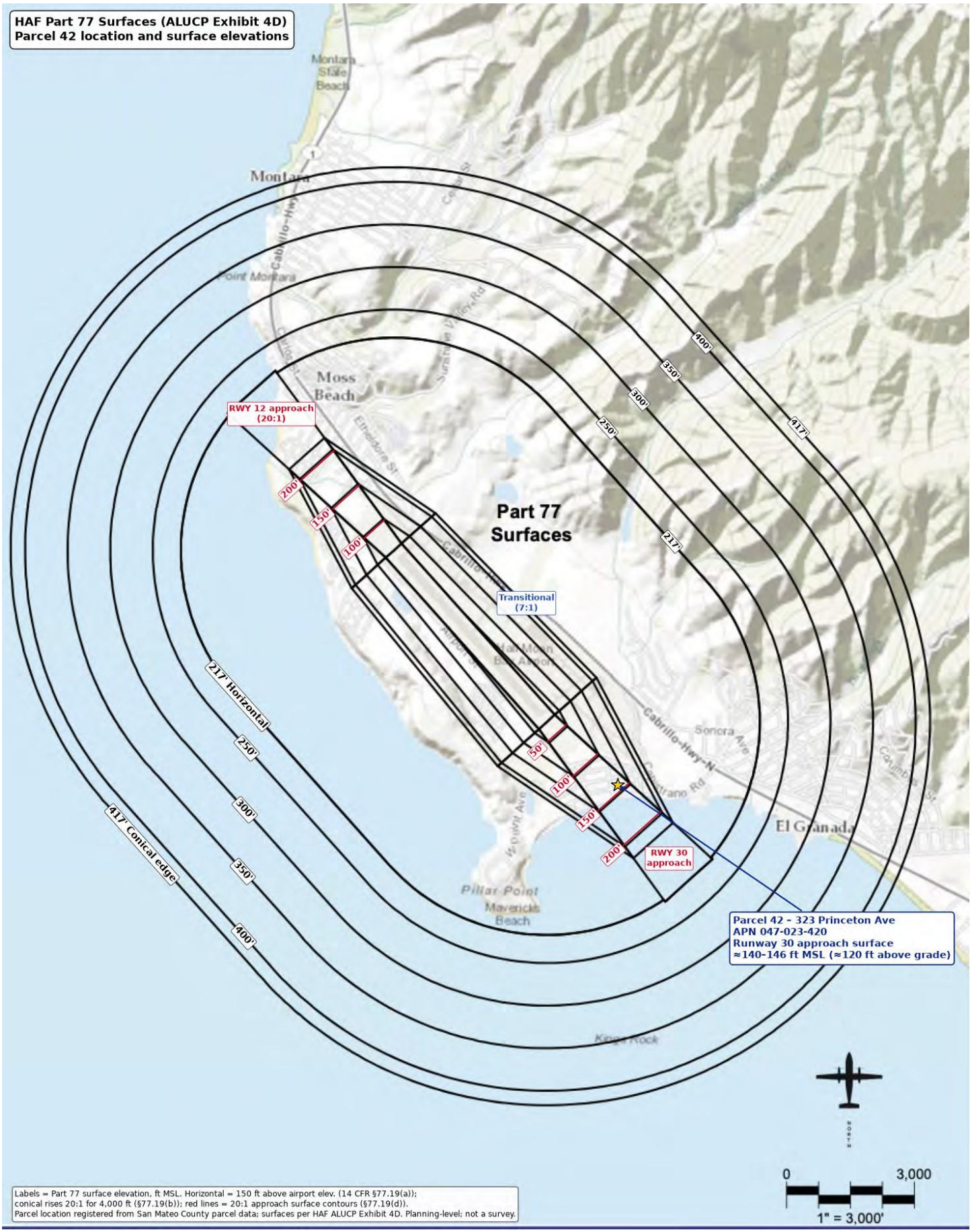



Legend
Airport Influence Area
Runway Protection (Zone 1)
Inner Approach/Departure (Zone 2)
Inner Turning (Zone 3)
Outer Approach/Departure (Zone 4)
Sideline (Zone 5)
Airport Property (Zone 6)
Airport Influence Area (Zone 7)
North End
Runway 12
South End
Runway 30
KELMORE ST
WAVE AVE
ADMIRAL ST
ETHELDORE ST
CYPRESS AVE
PEARL AVE
STATE HIGHWAY 1 HWY
WILLOW AVE
WENKE WAY
PINE AVE
NEVADA AVE
CALIFORNIA AVE
VIRGINIA AVE
VERMONT AVE
AIRPORT ST
N LAKE ST
SPRING ST
MOONLIGHT WALK
PARKWAY
THE STRAND
SEAL COVE BLVD
ORVAL AVE
LOS BANOS AVE
LA GRANDE AVE
SAN LUCAS AVE
MADRONE AVE
PRECITA AVE
BERNAL AVE
COVE LN
Pacific Ocean
Existing Property Line
Parcels
0
1,000
1" = 1,000'
BROADWAY
HARVARD AVE
PRINCETON AVE
CORNELL AVE
YALE AVE
OCEAN BLVD
STANFORD AVE
Pillar Ridge
Half Moon Bay
0
2,500
C/CAG
City/County Association of Governments of San Mateo County, California



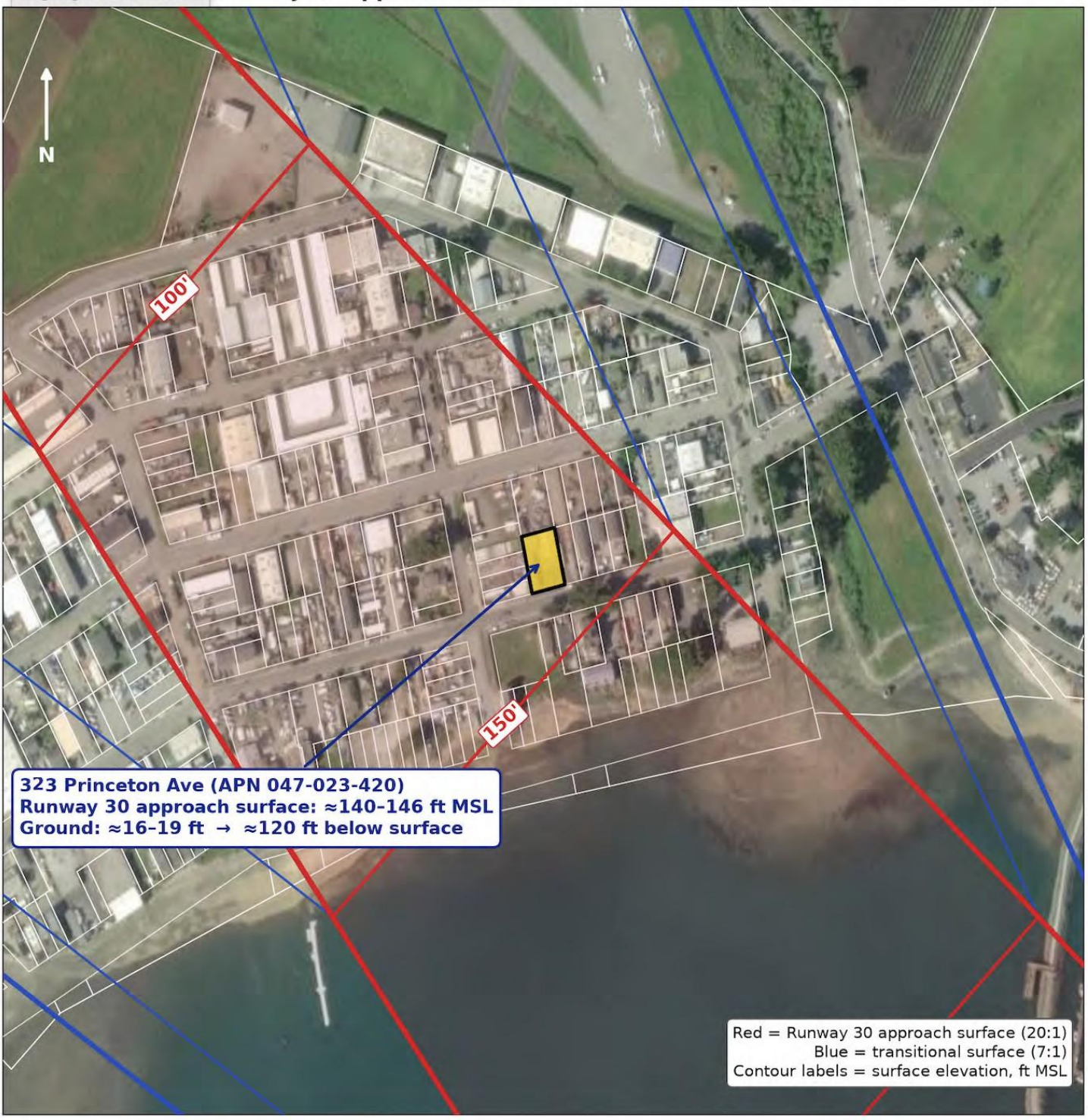
SOURCE: San Mateo County Department of Public Works, Airports Division

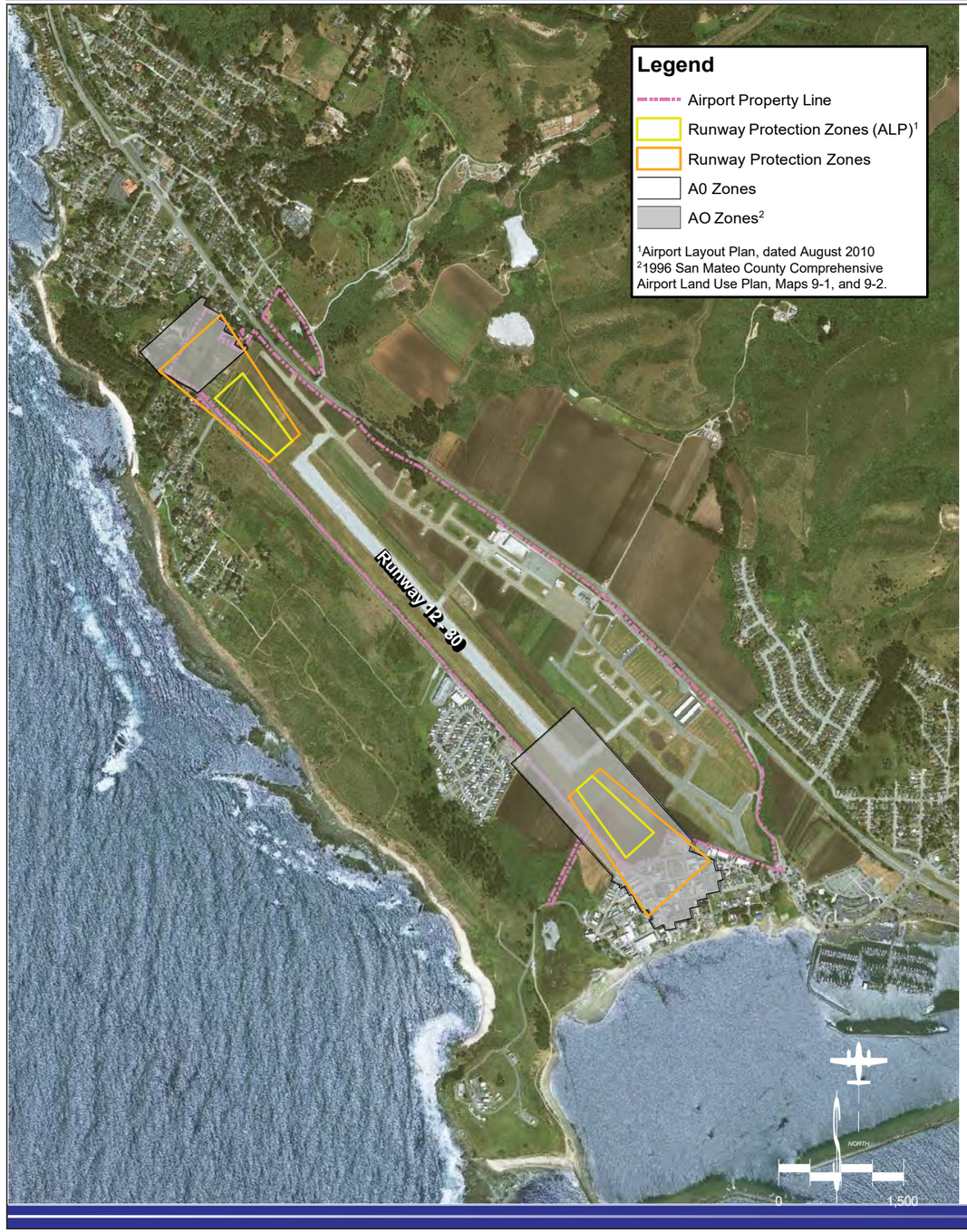
HAF ALUCP Exhibit 4D – Part 77 Surfaces

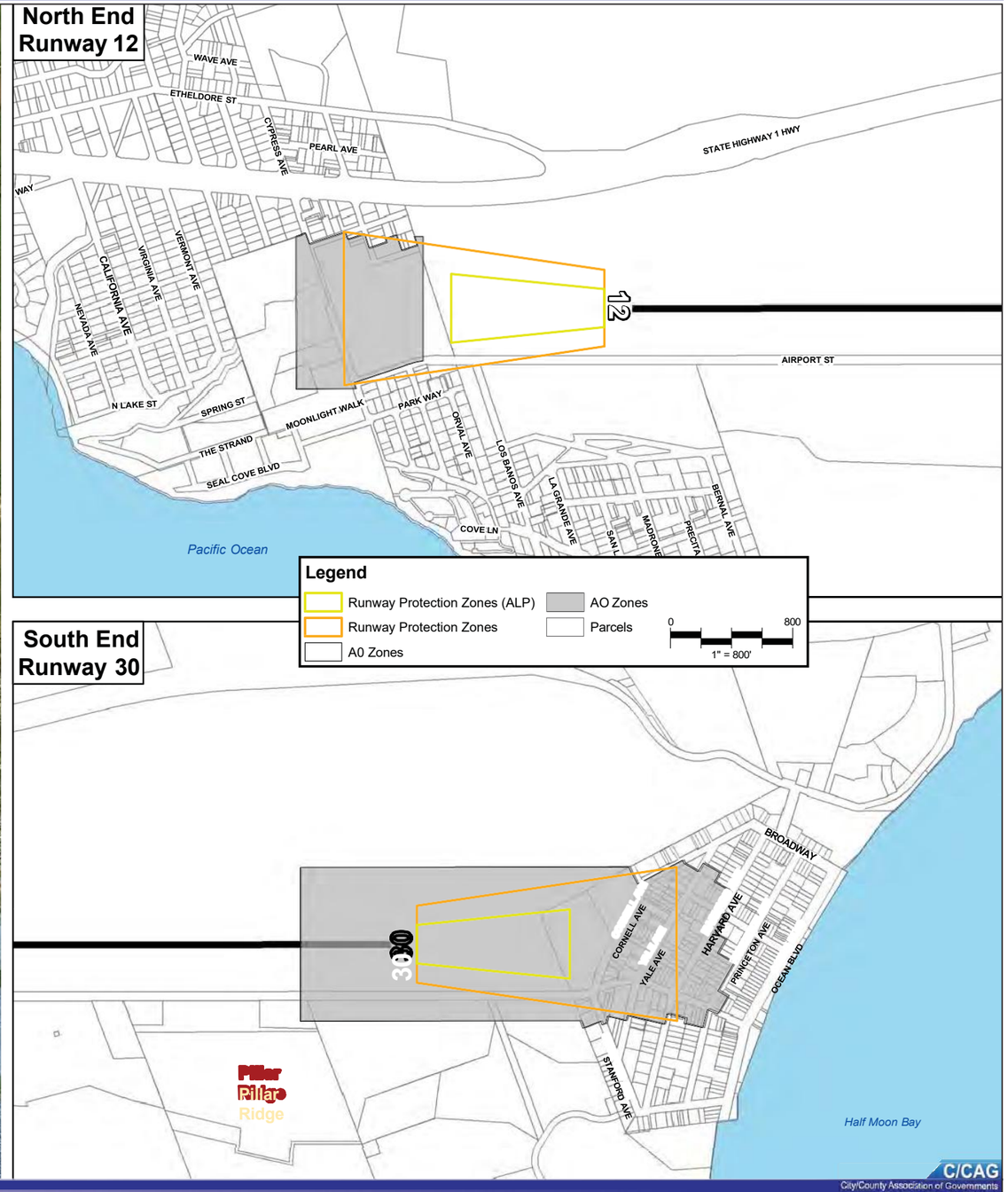


Highlights and Notes

Runway 30 approach surface




Legend
Airport Property Line
Runway Protection Zones (ALP)[1]
Runway Protection Zones
A0 Zones
AO Zones[2]
[1]Airport Layout Plan, dated August 2010
[2]1996 San Mateo County Comprehensive Airport Land Use Plan, Maps 9-1, and 9-2.
Runway 12 - 30
NORTH
0
1,500


North End
Runway 12
WAVE AVE
ETHELDORE ST
CYPRESS AVE
PEARL AVE
STATE HIGHWAY 1 HWY
CALIFORNIA AVE
VIRGINIA AVE
VERMONT AVE
NEVADA AVE
12
AIRPORT ST
N LAKE ST
SPRING ST
MOONLIGHT WALK
PARK WAY
ORVAL AVE
THE STRAND
SEAL COVE BLVD
LOS BANOS AVE
LA GRANDE AVE
COVE LN
BERNAL AVE
Pacific Ocean
Legend
Runway Protection Zones (ALP)
Runway Protection Zones
A0 Zones
AO Zones
Parcels
0
800
1" = 800'
South End
Runway 30
30
BROADWAY
CORNELL AVE
YALE AVE
HARVARD AVE
PRINCETON AVE
OCEAN BLVD
STANFORD AVE
Pillar Ridge
Half Moon Bay
C/CAG
City/County Association of Governments of San Mateo County, California